

Navy News

NOVEMBER 1977 5p

TAMAR'S VICTORY CAKE TRIBUTE



NOW FOR THE 'SKI' HARRIER!

A dramatically improved performance for the Sea Harrier jump jet is the prospect offered by a British innovation, now well advanced in design and being planned for the Royal Navy's new anti-submarine cruisers.

Development work is continuing on the idea of a "ski-jump" ramp designed to assist lift-off for the Sea Harriers. Already the system is planned for the first two cruisers, the *Invincible* (launched earlier this year) and the *Illustrious*, now being built on the Tyne.

Ark Royal attractions

When H.M.S. *Ark Royal* sailed in to view Hamburg, some of the local population went on board to see the mighty Ark. The attractive Andria Stiebe and Claudia Bollmel were among visitors to the safety equipment display stand in the hangar.

With them are Naval Airmen 1(SE) Trevor Furniss (left) and Andrew Samuel. — See page 23.

The idea of curving up the front of the flight deck runway so that the Harrier could be launched on an upward trajectory was first published four years ago by Lieut-Cdr Doug Taylor, now serving in the MOD.

Later a test ramp was installed at the Royal Aircraft Establishment, Bedford.

Many consider that the innovation could prove as important for the future of naval aviation as did the angled flight deck, steam catapult and mirror landing aid for the past.

An increased payload is one of the benefits for the already formidable Sea Harrier, but there are others too. — Feature in page 10.

Tax concession

Agreement has been reached with the Inland Revenue to allow Service house owners who live in Service married accommodation to retain tax relief on mortgage interest payments continuously as long as they intend to use the house in due course as their main or only residence.

House owners in these circumstances should contact their Inspector of Taxes to establish their own position under this concession.

This complements the four-year concession previously announced which will continue to be of benefit to house owners who move into private accommodation near their place of duty.

More 'Islands' to be built

Orders have been announced for construction of the Royal Navy's fourth Type 22 frigate and for two more Island class offshore patrol vessels.

The new Type 22, to be built by Yarrow (Shipbuilders) where the first three ships of the class are under construction, will like her sister ships carry surface-to-surface and surface-to-air guided weapon systems and will also operate the Lynx helicopter with its ASW torpedoes and air-to-surface guided weapons.

The two additional Island class vessels, ordered from Hall Russell Ltd., of Aberdeen, will carry out a number of patrol tasks, as well as assisting existing coastal fishery protection forces.

Guernsey ceremony

Meanwhile, H.M.S. *Guernsey*, fourth of the first five 1,250-ton Island class ships to go into service, was commissioning at Rosyth on October 28.

H.M. ships *Jersey*, *Orkney* and *Shetland* are already operational and by early next year H.M.S. *Lindisfarne* — last of the first batch — will have joined her sister ships patrolling Britain's offshore energy fields and fishing areas.

The *Guernsey* is the first Royal Navy warship to bear the name since 1801, although a sloop, ordered in 1861, and a destroyer, ordered in 1944, were to have carried the name but neither was actually built.

A spectacular three-foot long replica of H.M.S. *Victory* built of cake and icing sugar was the tribute to Trafalgar Day of two Chinese cooks in H.M.S. *Tamar*.

Work on the model has taken most of the spare time of Chief Cook Li Cheung and Cook Leung Wing Wah during the past three months. Each gun, mast and anchor was painstakingly reproduced, as well as the immortal flag hoist, "England expects . . ." Even the plaque marking the spot where Nelson fell was incorporated.

The model formed the centrepiece for Hong Kong's Trafalgar Night dinner — (held on October 20 because the 21st was a Chinese festival day).

Chief Cook Li formerly served in H.M.S. *Bulwark* and met Cook Leung when they worked together in H.M.S. *Hampshire*.

History was made at another Trafalgar Night dinner by the Director of the W.R.N.S. (Commandant Vonla McBride), who at the Fisleigh (combined Figs and Raleigh) wardroom became the first member of her Service to propose the toast of "The Immortal Memory." She had earlier opened new accommodation for Wrens.

Photo: Sergt Brian Lawrence, R.A.F.

ATLANTIC 'LIFELINES' TESTED

NATO's ability to keep open Atlantic lifeline routes was put to the test in Exercise Ocean Safari 77 in which more than 7,000 men, 60 surface ships and submarines, and 250 aircraft took part in late October.

Key part of the exercise was the passage towards the English Channel of a number of supply ships. One group, having crossed the Atlantic, was joined in the Eastern Atlantic by another small one and then made for the Channel in the face of attacks from "enemy" surface ships, submarines and aircraft.

The exercise included attacks from H.M.S. *Ark Royal*'s strike/attack aircraft on "enemy" ships, as well as targets in Europe in support of Allied Command Europe.

Continued in back page.



Pride of the Corps — See centre pages

WELCOME — to H.M.S. Ardent

H.M.S. Ardent, the seventh of the Royal Navy's Type 21 frigate, was commissioned at Devonport on October 14. Built by Yarrow Shipbuilders on the Clyde, the Ardent was berthed close to two of her sister ships, Antelope and Ambuscade.

Lowestoft

The honour of helping the captain's wife to cut H.M.S. LOWESTOFT'S commissioning cake fell to Junior Seaman Gordon Hope (17) after the rededication service in Portsmouth Naval Base. Mrs. Susan Smy is the wife of Cdr. T. J. Smy.

Among the guests were several Lowestoft veterans, including four men who served in the coal-fired, four funnel cruiser in the 1920s, and three others who served in the Second World War sloop, Lowestoft.

Olympus

A section of the commissioning cake baked for H.M.S. OLYMPUS was taken by the chefs, LCK Taylor and CK Foxton, to Freedom Fields Hospital after the submarine's commissioning ceremony at Devonport. It was eagerly received by the patients in the children's ward.

The cake had been cut by Mrs. Sandra Harris, wife of the commanding officer, Lieut. John Harris, who was joined by the youngest member of the submarine company, OS Philip Coyle (18). The Olympus is joining the Second Submarine Squadron and, after work-up in Scotland, is due to go to Canada for a running period.

CRAZY GOLF

Playing golf with square "balls" is certainly unusual — but it's not unique . . . This picture of JS Stephen Harman and LS Terry Thackrah playing golf on the deck of H.M.S. Tartar was published in at least one national newspaper, so it was seen by a good many people, including Lieut. R. A. Stokes, who is on the staff of the Fleet Recreation Officer at Northwood.

He sent to Navy News an extract from "The Clubswinger" dated January, 1973, which begins: "The Royal Navy has invented the square golf ball, thanks to H.M.S. Albion . . ." The article goes on to tell of golfing enthusiasts on

While a Royal Marines Band played in the warm sunshine the principal guest, Vice-Admiral R. P. Clayton (Controller of the Navy) was welcomed by the ship's commanding officer, Cdr. Anthony Provost. Among other guests at the ceremony was Mr. Roger Hooke, of St Isaac Cornwall, who is the only survivor of the previous H.M.S. Ardent, which was sunk by the German battleship Scharnhorst in 1940.

Cdr. Nick Barker, whose father commanded the Ardent and went down with his ship, was also present.

After the commissioning cere-

mony and inspection of divisions on the jetty alongside the ship, the traditional cake cutting was performed by Mrs. Provost and the youngest member of the ship's company, 17-year-old Junior Electrician Carl Vickers.

Cdr. Anthony Provost, commanding officer of the new H.M.S. Ardent, points out a feature of his ship to Mr. Roger Hooke, the only survivor of the previous Ardent.

Walkerton

After a four-month refit at Devonport H.M.S. WALKERTON was welcomed back to the Fleet with a service of rededication at Britannia Royal Naval College, Dartmouth. The Walkerton is based at Dartmouth, where she is used to teach navigation and basic seamanship to officers under training.

On another occasion the commanding officer and crew of the Walkerton were pleased to welcome on board 16-year-old Tina Carreyett, of Bristol, who was the first youngster in the country suffering from cystic fibrosis to become a member of the Girls' Nautical Training Corps.



DAEDALUS DARTS

Trevor Baker, the Southern Television weather man, presented prizes after the finals of the H.M.S. Daedalus Caravan Park Social Club's darts competition. The event was organized by Andy Rowlett and his wife Liz. The evening included an exhibition match in which three players from the Super League played a team from the club. The visitors used four-inch nails instead of conventional darts — and won!

STORY OF THE WRNS

"Of all the 'orrible things this 'orrible war 'as done, these 'orrible wimmen are the 'orriblest" — or so a chief petty officer is supposed to have said of the Women's Royal Naval Service. Yet when the war ended he was very reluctant to part with "his" Wrens.

To mark the 60th anniversary of the formation of the Service, a special exhibition "The WRNS 1917-1977" opens to the public at the National Maritime Museum, Greenwich, on Thursday, November 3, after the official opening ceremony the previous day by Admiral of the Fleet Earl Mountbatten. It will remain open daily (except at Christmas and on New Year's Day) until Easter 1978, and admission is free.

Included is material from private and official sources covering both wars, and peace-time years, the Women's Royal Naval Reserve and foreign women's naval services.

STAMP COVER

Another way in which the 60th anniversary is being marked is by the issue of a stamp cover from November 29. This will include pictures of Wrens from 1917 and 1977 and reproduction of badges. Some will be signed by a Wren of the First World War and the present Director WRNS. Prices are: Plain, 40p; single-signed, 87p; double-signed, £1.67. They are available from the Philatelic officer, R.N. air station Yeovilton. Postal orders and cheques should be made payable to Fleet Air Arm Museum (s.a.e. required).

Trotting out the truth!

Have you ever tried getting a horse to trot fast and then control it at speed to prevent it from cantering or galloping? If not, take it from the horse's mouth, it's the horse and not the driver who decides the action.

Two horses — one stubborn the other impetuous — starred in a NATO-sponsored trotting race, a

big event in Naples. Their drivers, Cdr. Bryan Joinson, secretary to Vice-Admiral R. D. McDonald, Chief of Staff to the Commander Allied Naval Forces Southern Europe, and Cdr. Tony Lambourne, the Headquarters Commandant at NAVSOUTH, report that they were given no reason to suspect that they would not be totally in control during the two months of hard training.

The moment of truth came on the day of the race when Cdr. Joinson's horse, despite frantic appeals to its better nature, decided to follow the other seven at his own pace. Cdr. Lambourne's horse, angry at being left at the start, ignored both trainer and driver, took control and — to the delight of excited spectators — finished second.

Clyde Base visitors

The Second Sea Lord, Vice-Admiral Sir Gordon Tait, met officers and men involved in training submariners when he visited the Clyde Submarine Base, Faslane. He toured the R.N. Polaris School, the submarine command team trainer, nuclear submarine control trainer, and Faslane manoeuvring room trainer and later visited H.M.S. Renown.

Before leaving the base the Admiral drove to the Churchill Married Quarters Estate, where he visited the Sailors and Families Advice Bureau.

Other recent visitors to Faslane have included Vice-Admiral B. Veldkamp, Commander-in-Chief Fleet, Royal Netherlands Navy.



board playing around a par 32 course using two-inch wooden clubs instead of the genuine articles which had a habit of rolling over the side!

The Tartar golfers obviously came up with the same answer to the same problem — and all for a good cause. Their crazy golf tournament helped the ship to send £553 to the Chalvey Heritage Home for handicapped children.

AB(M)(Q). P. M. Reynolds, 43, Normandy Road, Hilsa, Portsmouth. Drafted to H.M.S. Gavinton (Rosyth). Will swap for any Portsmouth ship.

POCK. Bradley, Instructor, R.N. Cookery School, H.M.S. Pembroke, Chatham. Draft to last at least one year. Will swap for any Portsmouth area establishment.

PO(M)(Q). C. J. Foster, 2D Mess, H.M.S. Andromeda. Drafted to H.M.S. Eskimo (Chatham) March 3, 1978. Will swap for any ship being deployed.

LEM(A). P. H. Butler, 1P22 Mess, H.M.S. Blake. 820 Squadron. Will swap for Prestwick, R.A.F. Leuchars, R.A.F. Lossiemouth, or RNAS Culdrose.

REMNI. J. F. McFaul DFM(M) Section, SMA Portsmouth. Drafted to H.M.S. Aurora, June 1978, in Devonport. 18 months (ship in refit for six months). Will swap for any Portsmouth ship or establishment.

POWTR. R. Laurie, H.M.S. Glasgow, building at Wallsend. Will swap for a Devonport ship, preferably a Leander in refit.

PODEL. L. O'Keefe, c/o Royal Breakwater Hotel, Portland. Serving shore time, Barrackmasters, H.M.S. Osprey. Will swap for Devonport shore billet.

ALCEM. B. Cooper, Mess 4ML, H.M.S. Hermes. Drafted to H.M.S. Neptune, January 16, 1978. Will swap for Rosyth FMG or any ship refitting in Rosyth.

CK. T. L. Tait (passed for LCK), H.M.S. Boscington, Portsmouth. One year to complete. Will swap for any Rosyth ship.

POAF. Merrett, 5BC Mess, 892 Squadron, H.M.S. Ark Royal. Leaving 892 in January. Will swap for 819 Squadron, Prestwick, or any second-line draft to Yeovilton, Portland, or Culdrose.

LEM. D. R. J. Parry, H.M.S. Sultan. Drafted H.M.S. Yarmouth, December 5, due long refit, Rosyth. Will swap for Portsmouth ship or shore establishment.

CEM1. G. Lytle, Drafted H.M.S. Reclaim, January, 1978. Will swap for any Rosyth-based ship. Replies please to H.M.S. Rame Head, Whale Island, Portsmouth, Tel. Portsmouth 22351, Ext. 5267.

CEM1. D. J. Howarth, 10 Mess, H.M.S. Rame Head (Excellent). Portsmouth. Will swap for any Plymouth shore base or ship in refit.

Wren WTR. S. Fisher, 62A Park Street, Weymouth, stationed Portland. Will swap urgently for any Portsmouth area establishment.

STWD. C. Threadgold, 4VI Mess, H.M.S. Ark Royal. Will swap for any Devonport or Portsmouth ship.

RO1(T). G. Hayes, 4 Mess, H.M.S. Cleopatra. Drafted to FO Plymouth, January 23, 1978. Will swap for Commcen Whitehall or H.M.S. Warrior.

LRO(G). L. G. Smith, 3MS Mess, H.M.S. Jupiter (Devonport). Will swap for any Portsmouth ship, preferably refitting Summer 1978.

LMEM. R. Hall, 14 Mess, H.M.S. Charybdis. Will swap for any Devonport ship in for at least 12 month refit.

LEM. M. C. Hague, T4B Trafalgar Block, H.M.S. Colingwood. Drafted to H.M.S. Hermes, March 13, 1978. Two years. Due trip to U.S.A. Will swap for any ship based in Scotland.

LSTD. D. Westwood, 4VI Mess, H.M.S. Ark Royal. Will swap for any ship (not due for foreign deployment) or shore base in the Devonport area.

LRO(G). P. A. Teed, Signal School Mess, H.M.S. Mercury. Drafted to H.M.S. Seahawk, Culdrose, February 1978. Will swap for Mount Wise or any other Plymouth shore establishment.

OEM. D. Johnstone, 12 Mess, H.M.S. Charybdis. Will swap for any Portsmouth ship due foreign sea time.

NAM1(AE). J. Flanagan, 814 Squadron, RNAS Culdrose. Due draft early January. Will swap for Gannet, Daedalus, or Osprey.

MEM1. AMC. Due leading rate. P. A. Mair, 94 Poole Park Road, St Budeaux, Plymouth. Serving in H.M.S. Hermes. Will swap for any Plymouth area billet.

LSEA (UC2). S. Campbell, For'd Mess, H.M.S. Otus. Drafted to H.M.S. Warspite (refit Plymouth), November 14. Will swap for any

seagoing boat from SM1 (Gosport) or any running conventional boat.

LRO(G). Dyer, Drafting Section, H.M.S. Mercury. Joining H.M.S. Ark Royal, April 4, 1978. Will swap for any Portsmouth ship (trials, refit, day running).

LEM(A). S. Copeland, 4J3 Mess, 892 Squadron, H.M.S. Ark Royal. Drafted to H.M.S. Seahawk, Culdrose, January 4, 1978. Will swap for any billet in Scotland.

AB(M). P. J. Murphy, 2E Mess, H.M.S. Nubian (Rosyth). Will swap for any seagoing Portsmouth or Devonport ship.

OEMNO(O). M. Murrie, H.M.S. Alfriston (refitting Devonport until mid-1978 and then to BRNC Dartmouth). Will swap for any Rosyth shore base or ship in refit at Rosyth.

LEM. K. Adams, H.M.S. Sabre. Will swap for any Portsmouth ship.

STD. R. P. Cowley, 2NZ Mess, H.M.S. Hermes. Will swap for any Portsmouth Leander or London shore billet.

LEM. A. J. Phoenix, H.M.S. Ariadne (Plymouth). Will swap for any other ship or establishment, Portsmouth, Chatham or Rosyth.

MEA(H1). M. J. Savage, CPO's Mess, H.M.S. Dolphin. Drafted to H.M.S. Aurora (Plymouth), March 1978. Will swap for any Portsmouth ship.

POEM. M. K. Godfrey (BWC), Senior Rates' Mess, H.M.S. Raleigh. Part 1 instructor (12 months). Will swap for any Devonport ship or establishment. Will consider Portsmouth shore billet.

LSTD. P. Duffield, c/o Wardroom, H.M.S. Royal Arthur. Joining 826 Squadron, H.M.S. Tiger, January 1978 in the Far East. Will swap for any Chatham, Plymouth or Portsmouth ship.

STD. G. B. Field, 1G1 Mess, H.M.S. Antrim (Portsmouth, due refit March). Will swap for any Chatham ship or London shore billet.

AB(R). Nicholls, 2G1 Mess, H.M.S. Ark Royal. Will swap for any Plymouth frigate, preferably on Home Sea Service.

MEM1. M. Ives, 2AE2 Mess, H.M.S. Ark Royal. Drafted Portsmouth FMG (Static), February 13, 1978. Will swap for any

SWOP DRAFTS

These ratings are anxious to exchange drafts. Anyone interested should write to the applicant direct.

Devonport shore base or ship in refit.

MEM1. (AMC). P. C. Davies, H.M.S. Kirkliston, nine months only. Will swap for any Portsmouth ship in long refit, or shore base.

CK. B. Devenney, 3K Mess, H.M.S. Aurora (Plymouth). Will swap for any Rosyth ship.

WTR. C. Lonie, 3L Mess, H.M.S. Jupiter. Drafted to H.M.S. Cochrane, January 16, 1978. Will swap for Portland, Yeovilton or Portsmouth area, but preferably Portland.

RO1(T). J. G. H. Doig, 2E Mess, H.M.S. Devonshire. Drafted Commcen Gibraltar, March 6, 1978 (accompanied or unaccompanied). Will swap for Rosyth ship or shore base in Scotland, or ship anywhere. H.M.S. Devonshire until December 10 and then 11 Young Avenue, Tranent, East Lothian, Scotland.

LSEA(S). P. H. Nixon, H.M.S. Neptune. Will swap for any Devonport or Plymouth shore establishment or ship in refit.

CEM. R. Walker, 3GP Mess, H.M.S. Nubian. Drafted to H.M.S. Neptune, January 1978. Will swap for Cochrane or Caledonia.

LOEM. C. Wilson, 7 Mess, H.M.S. Achilles (Plymouth). Will swap for any Portsmouth ship.

MEM1 (AMC). M. A. Pryor, FDMTTU, H.M.S. Defiance. Drafted to H.M.S. Apollo (Portsmouth), December 12. Will swap for any Devonport ship or shore base.

ALREM(A). M. A. Perrin, E1 Mess, H.M.S. Daedalus. Drafted to H.M.S. Seahawk, February 13. Will swap for any Portland draft.

MEMN(P1). (UWC). C. E. Chamberlain, 1PA2 Mess, H.M.S. Blake. Drafted to Rosyth FMG (Static), January 31. 18 months. Will swap for any Portsmouth or Chatham shore base.

AB(M). J. P. A. Miller, Sportsdrome, H.M.S. Neptune. Drafted to H.M.S. Eskimo (Chatham), March 6. 15 months. Will swap for any ship or establishment Rosyth area.

LS(M). A. M. Bennett, Guard Office, H.M.S. Nelson. Drafted to H.M.S. Hermione (Devonport), February 1978. Will swap for any Portsmouth ship.

MEM2 (JBD). M. F. Garner, 6J1 Mess, H.M.S. Ark Royal. Will swap for any Portsmouth ship in or going into refit.

CEM1 (passed for LCEM). M. Thurston, Priory 13, H.M.S. Dryad. Will swap for any Portsmouth or Devonport seagoing ship.

LS(R). Lea, Ship's Company Block, H.M.S. Dryad. Drafted to H.M.S. Dido, February 13, 1978. Devonport refit until late 1978. Will swap for any ship with any base port and going anywhere foreign.

LEM. R. Wilkins, T4L Cabin, H.M.S. Collingwood. Drafted to Commcen Gibraltar, January 17. Will swap for any ship deploying Far East.

NA1(AH3). M. Lambert, 4J3 Mess, 892 Squadron, H.M.S. Ark Royal. Will swap for draft to RNAS Yeovilton.

AB(S). T. Keolan, 5G1 Mess, H.M.S. Hermes. Drafted to H.M.S. Yarmouth (Rosyth, day running), December. Will swap for any Portsmouth or Chatham ship.

LA(AH2). N. J. Birchett, 5R2 Mess, H.M.S. Ark Royal. Serving with 824 Squadron until end of 1978. Will swap for H.M.S. Seahawk (Culdrose) billet.

RO1(T). S. C. Denby, 3M5 Mess, H.M.S. Jupiter. Drafted to FOSNI, March 30, 1978. Will swap for any Plymouth frigate or shore base.

POSTD. K. Bonelli, 2G4 Mess, H.M.S. Ark Royal. Will swap for any Plymouth ship.

FILMS FOR THE FLEET

Movies on the move

Transportation has always been a favourite theme of the movie-makers — and never more so, it seems, than today, with six of the 11 films in the Royal Naval Film Corporation's latest list of releases featuring trains, boats, planes or cars.

The four-wheeled variety is the subject of three films in the list, and the three other modes of transport "star" in one each.

For the second month in succession there is a broad spectrum of adventure, drama and comedy in the 11 films released.

The List

Here is the full list:

The People That Time Forgot (A) — Patrick Wayne, Doug McClure. An expeditionary force sets out to find a lost world thought to be shut off by a wall of ice and roamed by beasts unknown to science. Brent Walker. No. 499.

The November Plan (A) — Wayne Rogers, Elaine Joyce. What appears to be a simple homicide case in Los Angeles in the 1930s turns out to be part of a fearsome conspiracy to undermine the United States Government. CIC No. 500.

Mayday at 4,000 Feet (A) — David Janssen, Don Meredith. A Mayday call is sent from an airliner after a bullet fired from a revolver wrecks the hydraulic system. Columbia-Warner. No. 501.

ROYALS IN NATO

How the Royal Marines have adapted to the requirements of operations in the Northern European Command is shown in a new 15-minute training film, "A2785 Commando Forces NATO," which is being previewed in London on November 10.

Designed for use within H.Q. Commando Forces as a briefing for visitors and trainees, the film shows the operations of R.M. units allocated to NATO. Copies can be obtained by notifying the Director General of Naval Manpower and Training (Film Section), Ministry of Defence (N), Room 220, Archway Block South, Old Admiralty Building, Spring Gardens, London, SW1A 2BE.

Gone in 60 Seconds (A) — H. B. Halicki, Marion Busia. A team of skilful professionals aims to steal a car in less than

a minute. Brent Walker. No. 502.

The Car (AA) — James Brolin, Kathleen Lloyd. A huge black car with no driver discernible at the wheel, terrifies a small township. CIC No. 503.

Smokey and the Bandit (A) — Burt Reynolds, Sally Fields. Comedy about the smuggling of goods across the U.S. State Line by means of a trucking rig and a decoy fast car. CIC. No. 504.

Island in the Stream (A) — George C. Scott, David Hemmings. From the novel by Ernest Hemingway about a loner who spends most of his time aboard his fishing boat in the waters off the Bahamas and how he becomes involved in the entry of refugees to Cuba in 1940. CIC. No. 505.

Airport '77 (A) — Jack Lemmon, Lee Grant. A luxury Jumbo jet is hijacked on the way to Florida, crash-lands into the sea and sinks, the main body of the aircraft remaining intact. CIC. No. 506.

I Will I Will . . . For Now (X) — Elliott Gould, Diane Keaton. A divorced couple who agree to a trial reconciliation take the advice of a marriage counsellor and book in at a research clinic

in California. Scotia-Barber. No. 507.

Victor Frankenstein (AA) — Leon Vitali, Nicholas Clay, Stacey Dornier. A new and more gruesome version of the Frankenstein horror-adventure story. Viscom. No. 508.

The Cassandra Crossing (A) — Sophia Loren, Richard Harris. When a pneumonic plague carrier boards the Transcontinental Express leaving Geneva for Stockholm, plans are put into operation to restrict the spread of the disease. Fox. No. 509.

Barbara Bach combines beauty and menace as a Russian agent who teams up with James Bond in "The Spy Who Loved Me," which has been ordered for the Fleet by the Royal Naval Film Corporation.



HOLD YOUR TEE-SHIRT DOWN, SPORT!



LREM Tug Wilson collected a unique autograph when Rolf Harris paid an impromptu visit to Gibraltar's Rooke Club.

The Australian entertainer, on the Rock for a cabaret appearance during the Miss Gibraltar beauty contest in St Michael's Cave, penned his name, personal message and a lightning self-portrait across Tug's taut tee-shirt.

Rolf also left his mark when he spent an afternoon with his wife and daughter on board H.M.S. Andromeda, Gibraltar guardship at the time.

During a tour of the ship he drew pictures on the bulkheads in the stokers' mess and the after POs mess. Later the new Miss Gibraltar, Lourdes Holmes, on the left in the right-hand picture, visited H.M.S. Yarmouth at Gibraltar with her first princess, Gina Arnau.



Eighteen-year-old Lourdes (34-27-36 for the mathematically-minded) had one big thing on her mind beside the attentions of Junior Seaman Whittaker — the preparations for the Miss World contest on November 17.

Contributing to the enthusiastic reception the girls naturally revelled on board the Yarmouth was AB Thomas, on the right. Picture: Gibraltar Tourist Office.

EXTRANEOUS
DUTIES INC.CASTING
STUDIO

EXTRA, EXTRA, READ ALL ABOUT IT!

DRAFTY'S CORNER

What is Drafty on about? What are "Extraneous Events?" We all know there are all sorts of events, including coyly-named "happy events," but extraneous events?

The dictionary says that extraneous means "of external origin, not naturally belonging, foreign." If you seize upon the last word and start thinking about events abroad you will generally be on the wrong track (unless you consider Scotland as abroad!). The clue is in the first parts of the dictionary definition, because our Extraneous Events are functions which are outside the mainstream of naval activity — odd jobs, if you like, for which we provide person-power.

Have a look at the list on this page. There is a wide variety of jobs which will appeal to many different people.

Do you enjoy being admired by the girls as you display your muscles and your athletic prowess? Then try the R.N. Display Team or become a field gunner.

Do you enjoy messing about in boats? Then how about getting a free ticket to one of the boat shows?

Anyone for tennis? Ratings are needed at Wimbledon to control entry to the stands — and they have time to watch the matches.

Do you enjoy the Navy? Well, let's put the question another way. Are you a fine upstanding example of a naval rating who could persuade youngsters that they would enjoy the Navy? If so, how about

joining one of the recruiting exhibitions or the Helicopter Presentation Team?

Would you enjoy the summer in the far north-west of Scotland? There is an annual Cadet Summer Camp at Loch Ewe for which a naval staff is needed.

Would your family like to see you on television? There are several big parades in London in which the cameras may dwell on you as you stand rock-like and impassive (or even more certainly if you should be unlucky enough to lie flat in the road after fainting!) Many of the other events mentioned here are covered by television and members of their teams have been featured on such programmes

as "Blue Peter" and the "Generation Game."

One thing that all these events have in common is that they are different from ordinary naval life: they are away from naval routine. They are also important because, in one way or another, they present the Navy to the general public. They are generally hard work and often involve working in the evenings and over week-ends.

So, do you want a change? Something interesting to do for a few days or months, or even for a year? If you would like to take part in one of the events on the list, put in a request about four to six months before it starts. If your commanding officer can spare you he will either forward your request (on a Form C240 please) to H.M.S. Centurion, or to the Commander-in-Chief or Flag Officer who is responsible for co-ordinating the manpower. However, if you are due for draft your commanding officer would send your request to H.M.S. Centurion asking for drafting clearance — and we will then do what is necessary.

Exercises

There is one other sort of extraneous events which are not listed here, because they are classified. These are the big NATO and national exercises, for which headquarters require re-inforcements so that they can operate around the clock in their war-time role. Some of these headquarters are abroad — Naples, Gibraltar, Bermuda for example — in places which you may have little chance of visiting normally. The communicators provide the lion's share of exercise reinforcements, but there are billets for many other categories, both male and WRNS.

Apart from watchkeeping for about a fortnight, there should be time for sight-seeing and studying the local culture. So why not volunteer? Details are published in a classified document known as the Exercise Diary, which is held by all the main establishments.

DATE

EXTRANEOUS EVENTS

Dec-Mar
Mar-Jun
Jun-Sep
Sep-Dec
All Year

*Loan to R.N. and R.M. Careers Service — Volunteers should apply for one of the periods shown and will be required to work in a Careers Information Office usually near their home, and to assist at exhibitions in that area.

Recruiting Displays and Exhibition — Manning mobile General Service, Fleet Air Arm and Submarine Service displays, including mobile models of ships, aircraft and submarines. Travel around the country. Normal shore drafts, normally one year or more.

Jan

*International Boat Show — London.

Feb

*Birmingham Boat Show.

Mar-Apr

*Ideal Home Exhibition — London.

May

Biggin Hill Air Fair, Kent. Mostly FAA ratings provided by FONAC. Part of the Battle of Britain Celebrations.

Jun-Jul

*Wimbledon Lawn Tennis Championships.

Jul-Aug

*Cadet Summer Camp — Loch Ewe.

July-Aug

*Royal Tournament — Field gun crews and administrative party — including ushers, messing, medical, regulators. Sometimes also a party for a special display.

Jul-Dec

R.N. and R.M. Schools Helicopter Presentation Team. Mostly FAA ratings. Travel around the country by helicopter and by road, visiting a variety of schools.

Oct

Annual National Service for Seafarers — St Paul's Cathedral, London.

Nov

Field of Remembrance — Westminster Abbey.

Festival of Remembrance — Albert Hall, London.

Lord Mayor's Procession — London.

Westminster Cathedral Service.

Westminster Abbey Service.

Mar-Jan

R.N. Display Team — Mainly the Window Ladder display. The team attends shows around the country and sometimes abroad.

Feb-Nov

*Scientific studies at Institute of Naval Medicine, Alverstoke

(Ratings are required as "guinea pigs." Extra pay (between £2 and £4 per day) can be earned.)

Jun-Jul

*Tests at Chemical Defence Establishment, Porton

*These events are advertised in DCIs which include details of how to apply.

The day Drake went on draft from Excellent to Centurion . . .



Drafty certainly receives some odd requests . . . The latest "daft draft" involved four mallards — two ducks and two drakes — who had to be drafted from H.M.S. Excellent to H.M.S. Centurion, where they were to begin a new life on the moat surrounding the old Fort Rowner. The moat is in the grounds of Centurion and H.M.S. Sultan and is popular with members of the R.N. and R.M. Angling Association.

The draft was duly authorized with orders being made out in the names of

Leading Airman Drake, Wren Webfoot (pilot's mate), Leading Airman Mallard, and Wren Air Mechanic Waddle. With RPO Quack signing the movements authorization and a signal going out to the effect "Moat Patrol Activated," the ducks knew they had really arrived!

The duty duck handlers were MAA Sandy Sandifer, CPO(S) Derek Jenner, and the two Wrens pictured above, Cherry Dedow and Suzanne Davies.

Picture: L.Wren (Phot: Glynis Shaw)

Sandpiper enters in style

H.M.S. Sandpiper found herself in stylish company (right) when she berthed in St Katherine's yacht haven, London, for her commissioning ceremony. The Mayor of the London Borough of Tower Hamlets was the guest of the London Division, Royal Naval Reserve, which is to operate the new patrol vessel.

The commissioning warrant was read by the acting commanding officer, Lieut. David Rydiard, R.N. and after the ceremony the commissioning cake was cut by Mrs. Rydiard at a reception in the Cruising Club.



Picture: CPO(Phot) B. Roberts

SHIPS OF THE ROYAL NAVY

No. 264

ENDURANCE'S ANTARCTIC CHRISTMAS PRESENCE

There is an element of fascination and excitement surrounding H.M.S. Endurance, the Royal Navy's ice patrol ship, which leaves Portsmouth early this month for her seventh season's work in the Antarctic.

With her bright red hull, for ease of identification in the ice, and the unusual but regular nature of her work, she is certainly different — which perhaps accounts for the number of her officers and ratings who volunteer for duty in a little-known part of the world.

During her six-month deployment, spanning Christmas, the Endurance supports the British Antarctic Survey during the polar summer and provides a valuable "presence" in the South Atlantic, where she also undertakes hydrographic and scientific tasks.

Capt. Derek Wallis, the commanding officer, explained that many marine charts in the area of the Falklands, which the ship uses as a base, were produced about 137 years ago and were being up-dated. Uncharted parts of the Antarctic were being surveyed for the first time.

The ship carries two full survey teams, one of which is capable of operating as a self-contained detached unit.

The two load-lifting, passenger-carrying helicopters are adapted for survey work and a major role in the Antarctic is vertical photography for such tasks as charting coast lines and checking the growth of glaciers.

Scientists

Meteorology is an important aspect of any work in the Antarctic and apart from receiving weather information the ship also reports into the international system and to other met. stations in the area.

Some of the work is complementary to and in support of that of the British Antarctic Survey, whose bases range from the large one in South Georgia to small detached groups of scientists in the more remote new bases such as Adelaide Island.

As the former Danish ship Anita Dan, the ship — re-named for the Royal Navy in 1968 — was specially built to work in ice.

A feature of her design is that

she can be controlled from the crew's nest to give long views over the ice.

She has since been modified to include flight deck, hangar and workshop facilities; more accommodation; heavy-lift boat davits; satellite meteorological and navigation terminals; equipment for deep-water sampling; and modern echo-sounding gear.

Defence cuts in recent years have led to speculation about her future, but there has been no decision about future deployments.

Her 1977 summer refit, the second successive one at Chatham, included work on the diesel generators, auxiliary machinery and valves as well as the usual "big paint job."

Care has been taken to ensure the Endurance is fit for a task which means she will have no docking and repair facilities for several months.

As the ice ship heads south via South American ports the ship's company will no doubt be musing on one disadvantage of an other-

wise fascinating and rewarding trip — Christmas away from home.

The supply officer will already have planned the menu for

December 25 and everyone will have bought and wrapped Christmas presents for those they leave behind.

Following in the tradition of Shackleton

H.M.S. Endurance is named after the vessel in which the explorer Sir Ernest Shackleton sailed for the Antarctic in 1914.

In 1915 she was trapped by ice in the Weddell Sea and eventually crushed and sunk. Sir Ernest and his crew travelled by open boat to Elephant Island, from where he made his epic voyage in one of the Endurance's open boats, the James Caird, to South Georgia.

After an incredible crossing of that island on foot the party was able to organize help for the men still stranded on Elephant Island, not one of whom was lost.

The present Endurance, which was re-named in June, 1968, by the Hon. Alexandra Shackleton, granddaughter of Sir Ernest, has three boats named after the boats of Sir Ernest's vessel — James Caird, Stancomb Wills and Dudley Docker.

The Endurance was originally the Danish vessel Anita Dan and is specially constructed for operation in ice. She replaced the former ice patrol ship H.M.S. Protector.



H.M.S. Endurance with one of her Wasp helicopters.

BACK TO THE ICE FOR ANNUAL SURVEY



Displacement: 4,000 tons. Length: 300ft. Beam: 46ft. Draught: 17ft. 6in. to 19ft. Aircraft: Two Wasp helicopters. Armament: Two 20mm Oerlikons. Main engines: One B and W 550 VTBF diesel; 3,220 ihp; one shaft. Speed: Maximum 14.5 knots, cruising 12.5 knots. Complement: 128 (17 officers, 111 men, including small Royal Marines detachment).



**..It's all plain sailing..
with a Naafi Budget Account**

It's **simple** to open an account with the minimum formality—

It's **easy** to pay by naval allotment, banker's order or Giro—

It's **useful** to have continuous credit of 8 times your monthly payment—

It's **convenient** to have no deposit to pay on successive purchases.

You can use your budget account to buy anything you choose from the fully illustrated Naafi Shopping Guides and Sports Catalogues.

Minimum monthly payment—£2.00

Maximum monthly payment—£32.00

**Maximum Credit
£256**
Subject to age and rank

**Ask your Naafi manager
for details**

PHOTO POSTCARDS

Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth, PO1 3HH. Price 10p each inc. postage and packing (75p per dozen), stamps, postal orders, or cheques. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for £1.40. Albums to hold 64 Navy News postcards are £1.50 each (including postage).

Only postcards of ships listed here are available.

Abdiel, Acheron, Achilles, Adamant, Agincourt, Aisne, Ajax, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Antelope, Antrim, Apollo (minelayer), Apollo (Leander class, 1972), Apollo (1975), Arcturion (pre-mod), Arethusa (mod), Argonaut, Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Aurora, Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Birmingham, Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Brave Borderer, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadsword, Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Corunna (mod), Corunna (pre-mod), Courageous, Cumberland, Dainty, Dampier, Danae, Daring, Dartington, Defender, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido, Diomedes, Dreadnought, Duchess, Dundas,

Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Endurance (1969), Endurance (1977), Engadine, Eskimo, Eurvalus, Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, Fife (pre-mod), Fife (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar on one postcard), Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Grafton (No. 1), Grafton (No. 2), Grenville, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecate (1967), Hecate (1976), Hecla, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron Patrol Craft (Wolverton, Beachampton, Wasperton, Yarmton, Monkton on one postcard), Hubberston, Hydra, Intrepid, Jaguar, Jersey, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Keppel, Kingfisher, Kirkliston,

Laybourn, Leander, Leopard (mod), Leopard (pre-mod), Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, Londonderry, Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Manxman, Matapan, Maxton, Mermade, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus, Owen, Onslaught, Onyx, Opossum, Opportune, Oracle, Orpheus, Osiris, Otus (No. 1), Otus (No. 2), Palliser, Penelope, Phoebe, Plymouth (mod), Plymouth (pre-mod), Porpoise, Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyl, Roebuck, Rorqual, Rothesay, Russell,

Salisbury (pre-mod), Salisbury (mod), Scarborough, Scorpion, Scylla, Sealion, Sheffield (Type 42), Sheffield (cruiser), Shoulton, Sidlesham, Sir Geraint, Sirius, Soberton, Sovereign, Striker, Stromness, Superb, Swifsure, Taciturn, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tynne, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitby, Wilton, Woolaston, Yarmouth, Zest, Zulu.

Kingfisher killicks

No-one would have expected last month's killick claim by H.M.S. Wasperton to remain unchallenged. In response to an earlier claim from H.M.S. Bickerton, the Far East-based Wasperton had boasted of the 11 leading hands in her ship's company (not counting the dog).

But H.M.S. Kingfisher has swiftly swooped in to attack the "record" in a novel way, pointing out that she "must surely have the greatest percentage of leading hands in her ship's company."

The Kingfisher goes on: "It has been calculated, that the Wasperton's total percentage is but 12/34 (35.3 per cent), whereas the Kingfisher has 9/24 (37.5 per cent). This must surely be unbeatable."

And the Kingfisher sends the picture (right) to help substantiate her claim. From the left the leading hands are, LS(M) D. A. Kay, LMEM J. R. Warwick, LRO(T) M. Golden, LSTD M. Pinder, LCK J. T. Thow, LOEM M. Ross, LS(M) C. Preston, LRO(G) G. Waterman and LTO(G) Anderson.



THAT VOTE!

I have read with anger the full implications of the Serviceman's wife being classed as a Service voter.

I have always felt indignant at having to get a responsible person to attest my declaration, but have swallowed my pride to allow me my constitutional right. However, I do feel that extending the "second-class citizen" role to my wife is going too far and have, as a consequence, not returned any F/Vote forms at all.

Well done Anne Stephens. You are not alone, and may the ghost of Emily Pankhurst be with you.

N. E. Whiting
COEMN

H.M.S. Renown.

Who gave my permission to be treated as a second-class citizen? I am a house-owner in my own right and have voted at every election. What makes me see red is that, because I am married to a Serviceman, I must accept the legislation and nothing whatever can be done about it.

But I have no intention of becoming a Service voter and am contacting my M.P. That is the person I voted for in my own right.

Service wife

Cupar,
Fife.

LETTERS TO THE EDITOR

EQUALITY AND THE MALE NURSE

On returning from a secondment I caught up on recent issues of Navy News which contained the continuing saga of female equality in the Service, even to the extent of drawing their tot on "Splice the Mainbrace."

With the rise of female equality in the Service, surely men have a right to expect equal opportunity with women in the Medical Service.

- Naval nurses train for a statutory nursing qualification. Medical assistants (except a small number) do not.
- Direct entry female registered nurses join as officers. Their male equivalents do not.
- Female registered nurses trained in the Navy can be selected on their professional ability for the nursing officer structure. Males cannot.

To those in management who read this and say that male registered nurses can be commissioned through the Medical Services officer structure, I say we cannot afford to have highly trained men developing administrative skills which they will either not use, or if they do, will take them away from their professional environment. Such time is better spent in further professional development.

Furthermore, we can ill afford to have medical assistants and above spending a large part of their Service life ashore involved in administrative chores. Their time should be spent in gaining qualifications and skills so that they may provide the Fleet and Commando Forces with first-class medical care.

Should not the first step in equality of the sexes in the Service nursing profession be the selection on professional ability of male registered nurses and their commissioning into the QARNNS?

James W. Sharp
Med. Tech 1(N) (Cdo)
R.N. Hospital,
Stonehouse, Plymouth.

- It is no secret that among male ratings of the Medical branch grievances are held over what is seen as inequality in several respects.

On one of the points raised, we were told that medical assistants can volunteer and are accepted for SEN training, but that not all MAs want to train as SENs.

The view was expressed that if the Service recruited direct entry male SRNs into the officer structure, serving Med. Techs(1) would consider it most unfair and that it would not help the present situation. Proposals for promotion of Med. Techs to officer status are being examined, but "there are many avenues to be explored."

It was wrong, we were told, to say that Med. Techs who are promoted to Medical Services officers no longer use their professional expertise. With two exceptions, the last 15 Medical Service officers promoted are serving in their various specializations, and this could be the generally accepted pattern for the future. — Editor.

Thanks to Welfare

May I express my gratitude to the Family Welfare Officer of H.M.S. Cochrane, Rosyth.

On September 15, due to a family bereavement, I asked them to relay a message to my son, NA S. J. Grace, serving in H.M.S. Ark Royal, which was then anchored off the coast of Scotland. My son arrived home the same evening at 11 p.m.

I would also like to thank my son's divisional officer in the Ark Royal.

W. Grace

Offerton,
Stockport, Ches.

Peking your pardon

Regarding the spelling of Peking(g), mentioned in August, Peking was the name of the ship when she arrived at Rochester in 1932, to be converted to the Arethusa. I have a newspaper cutting and photograph of some of the people on board her.

J. Cannon
Ex-R.N., Chatham

As one of the famous Flying P ships, the Peking carried the German version of the city and thus it remained Peking and not as we know it.

T. P. Stopford
Lieut (SCC) R.N.R.
Hoddesdon,
Herts.

In answer to the query about the name on the stern of the old Arethusa training ship. I have a snapshot of the vessel in Chile in 1925. She was sailing under the German flag, rigged as a four-masted barque and the name Peking on the port bow is just discernible. So maybe the "g" did drop off the stern at some time.

W. J. Vandersteen

Tilehurst,
Reading.

Wrens . . .

I was interested in the article and photograph headed "Wrens Man Barge" (September), but would point out that this is nothing new. The so-called "barriers" fell many years ago, and I have a photograph and newspaper cutting from 1955 to prove it.

As "captain" of H.S.L. Rosie I had many happy trips in and around the Mersey for Navy Days, regattas and twice as admiral's barge. My crew were Wrens, and my coxswain was a Wren, the only males being in the engine room.

Cassandra H. Sutherland, R.D.
2nd Officer, WRNR(Ret)
Mate, RNXS, Anglesey unit
Llanrug,
Caerns.

. . . and

I served in the Royal Navy during the war and remember that Wrens' boat crews were a common feature of the ports I visited, especially Plymouth. They manned bigger boats than in your picture (September) and did not have men to help them.

D. K. B. Johnson
Chippenham,
Wilts.

. . . barges

"Your Wrens man barge" report reminded me of a Wren cox during the war and an old dockyard steam boat manned by Wrens, with male stokers. All I know of the cox is that her name was Jean and she had just got her first G.C. badge.

They were required to take replacements out to a destroyer at Spithead in a Force 9 gale, with an air raid in progress and at full ebb tide.

Having served 28 years in the Royal Navy, I have seen a few acts above the call of duty, some daft, some assisted by rum and some real guts — and this was a case of the latter. I have always been a great admirer of our lady matelots.

F. H. Woodgate
Ex-A.B.

Sholing,
Southampton.

Pictures from Russia

I was in H.M.S. Kent in 1918 when she sailed from Devonport for Hong Kong and later went on to Vladivostok, where we were frozen in for three months.

A Russian general gave the ship a brass plaque which was to be placed either in St Paul's Cathedral or Westminster Abbey, and a photograph was given to each member of the ship's company.

I lost mine at sea with my medals during the Second World War and, although I was later able to get medals in their place, the photograph is irreplaceable — unless this is read by someone who was in the Kent at the time and still has the picture.

D. E. McKenzie
77, Westfield Road,
Southsea, Hants

Make your last year at school interesting, exciting and productive



INDEFATIGABLE

Founded 1864
(Patron HRH The Duke of Edinburgh)
recognised by, and in receipt of a grant from, The Welsh Education Office.

Complete your academic studies in a residential school set in 20 acres of beautiful surroundings on the Menai Straits. Courses to GCE and CSE level in Mathematics, English, English Literature, Science, Technical Drawing and Scripture in classes averaging 20 boys. Training is also given in theoretical and practical seamanship including boatwork in our own boats on the Straits. All boys undertake an Engineering Familiarisation Course and are encouraged to participate in the Duke of Edinburgh Award Scheme.

Most boys proceed to the Royal Navy or the Merchant Navy but the development of character and self-reliance at INDEFATIGABLE is equally suited to life ashore. A year at INDEFATIGABLE entitles a boy to six months' remission of sea service towards the various Mercant Navy certificates.

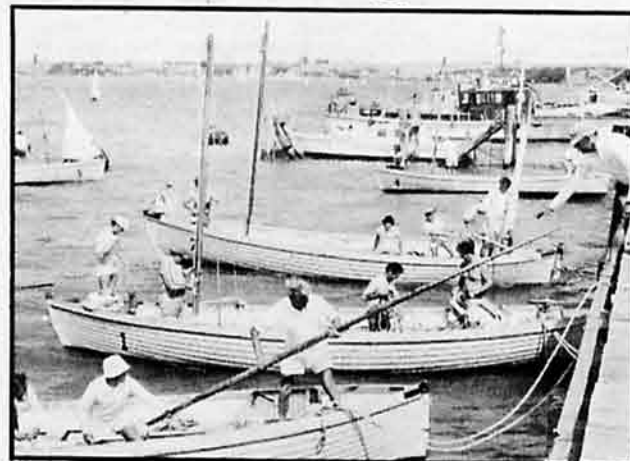
Boys of good character and health may enrol at age 14 years for entry between 15 and 15½ years of age.



Write for Brochure and Application Form to:
The Registrar (Dept/SP12)

INDEFATIGABLE
Room 22, Oriol Chambers, 14 Water Street,
Liverpool L2 8TD

Montague Whalers galore



A friend showed me a picture in Navy News of a Montague Whaler under sail, and I thought you would be interested to know that the whaler is very much alive and well in New Zealand.

H.M.N.Z.S. Tamaki, a training establishment which includes the Seamanship School, has among its boats ten Montague Whalers which are used for general seamanship training, sail training, pulling training and pulling racing.

Recently a leading seaman on a promotion course pulled a whaler over a 19-mile course in about six hours, an idea borrowed from the R.N. Seamanship School voyages round the Isle of Wight.

The R.N.Z.N. Sailing Club invites visiting ships of the Royal Navy to race against the club when ships visit Auckland. Some R.N. sailors may welcome the opportunity to race again in Montague Whalers.

T. A. Riddell
Cdr. R.N.Z.N.

Commanding Officer,
H.M.N.Z.S. Tamaki,
Auckland, New Zealand.

JACK

by TUGG

THAT RATING THERE!
REPORT TO ME!!...OW DID Y'KNOW
'E MEANT YOU?......IT'S ALWAYS
ME...

BARHAM BLOCK H.M.S. NELSON PORTSMOUTH PO1 3HH

Greetings from a blue parrot!

Firstly, may I through your columns offer greetings to all my old shipmates of the first commission of H.M.S. Arethusa (1965-67).

Secondly, I write to reassure all my fellow sea pets who have recently been obliged to swallow the anchor that life on dry land is not without its compensations.

Although (like some other naval categories) it is now ten years since my last sea draft, I still enjoy a bit of sea time and attended the Jubilee Review of the Fleet in a 27-foot sloop, from which I squawked "God Save the Queen" as the Britannia went by, and carried out a close inspection of my old ship.

I was, however, surprised to find that the turret beneath which I used to find shade in South America, West Africa and Gib. had completely disappeared!

I am now over 30 years old (70 in human terms) and my three badges (lost for eating the captain's lampshades) have now been restored. My memory is perfect and I can still chuckle like the Cdr. WE

(John Amos), speak a few words of Cantonese taught me by the captain's steward, PO (now CPO, ret'd.) Lee Wah, and whistle the favourite song of LCK Jones, who shared my galley in H.M.S. Dryad in 1968.

I am currently learning to say "Saucy Arry" in time for the 200th anniversary of that feathery event, Belle Poule Day on June 17, 1978.

My port and starboard plumage is as bright as ever, and I get airborne every morning to work up an appetite for carrot, bacon, egg, toast, marmalade and coffee (Brazilian, of course). I yap like a Dachshund, whistle at visiting girls and sing like a whole gardenful of Sussex birds. Yes, life ashore suits me fine.

Ying Moo

Able-bodied blue-fronted Amazon parrot
Clymington, Littlehampton,
Sussex.

SIPPERS IN THE DRINK

I am nearly 58 and to men of my generation pets were a part of the way of life in the Royal Navy. Not all of them became famous, but they did add a bit of fun to our lives.

When I was serving in the flotilla leader, H.M.S. Quilliam, in 1943 there was a dog of undetermined breed named, I think, Sippers. One of his favourite larks was to run barking along the upper deck when any vehicle passed on the jetty on the rare occasions we were alongside.

Once he got too excited about passing Army lorries, failed to slow down, and went right through

the "bullring", finishing up in the oily, dirty water below. We soon cleaned him up and he was still doing the same sort of thing when I left the ship several months later.

Another dog I well remember belonged to a master-at-arms in Malta in 1958. This dog, known as Heinz for obvious reasons, was a lovable rascal and was one of a number of pets, including a cat and some budgies. Happy days

A. J. Spilstead
Ex-CPO

North End,
Portsmouth.

The Russian stowaway

Your items about animals (October) have brought to the surface a memory I would like to lose but cannot.

During the Second World War I served as an SBA and at one time was the tiffy aboard the destroyer Musketeer. While we were at Polyarnoe, Russia, a dog was brought aboard — a truly beautiful animal like a wolfhound/Alsatian in appearance — and he didn't take long to become a firm favourite with the crew.

After a few days at sea on the homeward run the dog was "discovered" and the man who had brought it aboard was asked to own up. The quarantine rules were quoted and I believe the figure was mentioned of the likely cost of six-months' keep in the quarantine pound.

As far as I can recollect no one owned up and a proposed whip-round for the quarantine period met with little enthusiasm. It was also announced

that if this failed then the dog would have to be destroyed. I gave the anaesthetic and the doctor gave an injection. The dog was looking up from the sick bay couch, his eyes alive with friendship and he gave gentle waves of his tail right up to the moment he died.

The man responsible for bringing the dog on board had by his stupid and irresponsible action forced me into assisting in the murder of a healthy, affectionate animal. I cannot see it in any other light and, because of it, have no sympathy for people who smuggle in their pets and whine when they get caught.

I hope that the present ships' pets can be found safe and happy anchorages ashore.

Mortlake,
London SW14 8HB.

E. T. Colvin

■ Tickler Tin, farewell

Reading the article "Guzz Garage" (October issue), it would appear that another ancient custom and call will be lost for ever.

In my days in the Royal Navy (1934-46) — and with dry

dock open to all the elements — there was the age-old call "Look out below — shaving water" and the familiar "Tickler Tin" left handy by an open port.

G. J. Richards
Ex-PO STO

More letters
in Page 38

No cash yet for Peak Lane centre

The married quarters at Peak Lane and Ranvilles Lane in West Fareham house only a small proportion of the quarters occupants of Portsmouth area and it is realized that, because of their location, these estates will not get any larger.

But we do follow the general pattern of almost all human beings in that we wish to belong

to a larger group of homo sapiens rather than keep ourselves to ourselves and the next door neighbour (so to speak).

We are lucky in already having a good community spirit going, but we lack the basic requirements of any community in that we do not have a general meeting place where people can gather and relax in a social atmosphere.

I have been told that a community centre is on the way, but we need something done now, not in five or ten years time. It's a small price to pay when the benefits to the community are realized. The centre could house the planned play group and serve many other uses. It is a logical step forward when the location and general lack of amenities in the entire area are considered.

Peak Lane, Fareham. G. E. Smith

While a community centre would undoubtedly be an asset for these estates, this is very much a question of cash availability and priorities, we are told. Last year a centre was opened at Hilsen serving more than 500 quarters and the next priority in Portsmouth area has to be Eastney, with well over 400. The Fareham estates, rating lower with a combined figure of 250, would seem to have next claim after that. — Editor.

Illustrious ■ bell

Having served in H.M.S. Illustrious from 1939-43, I well recall the action in 1941 in which her bell was damaged, and was interested in your item "The day the Duke saw double" (July).

I am also interested in what has happened to the solid silver bell, subscribed for by the workmen of the Portsmouth Navy yard, Virginia, U.S.A., when her refit was completed as Project 103.

As your article states, the original damaged bell took two men to lift. The solid silver replacement, a beautiful bell with perfect tone, weighed about one-and-a-half hundredweights and at today's silver price must be of considerable value. I have a photograph of the two bells side by side taken at the presentation of the silver bell by the Navy Yard officers in December 1941.

It would be interesting to

know what has been done to ensure this bell becomes part of any future H.M.S. Illustrious and, in the meantime, is given suitable protection.

Eric F. Biggs
Cdr E.O.(L), R.N.(Rtd)

Shirley,
Solihull.

● The second of the Royal Navy's new anti-submarine cruisers is to be named H.M.S. Illustrious.

■ Belfast film

I am making a documentary film for B.B.C. Television Northern Ireland about H.M.S. Belfast and should be very glad to hear from former officers and ratings who served in her, particularly those at present living in Ireland.

Kenneth Savidge
Producer, Television

B.B.C.,
Broadcasting House,
Ormeau Avenue,
Belfast BT2 8HQ

NEXT TIME YOU SIT DOWN TO FISH FINGERS



spare a thought for the twins

They lost their mother. And their father, a trawler-man, must spend most of his life at sea.

Without the care of KGFS, the children might well have run wild, might have gone hungry, might have come to look upon just one fish finger as the ultimate in luxury.

KGFS isn't just a single charity, looking after a single type of sailor. It supports homes for children and for the aged or infirm, and helps finance a whole group of charities that look after all seafarers in every way that's needed. Seafarers and their families who don't fare so well, because they're

injured, widowed, out of a job, mentally sick or dead.

This isn't just another plea from just another charity. We look after the people who protect us all and the people who provide us with an important part of our staple diet. Surely that's a worthwhile cause if ever there was one.

Next time you sit down to fish, whether it's with chips or sauteed in butter, spare a thought for the twins and the many children like them.

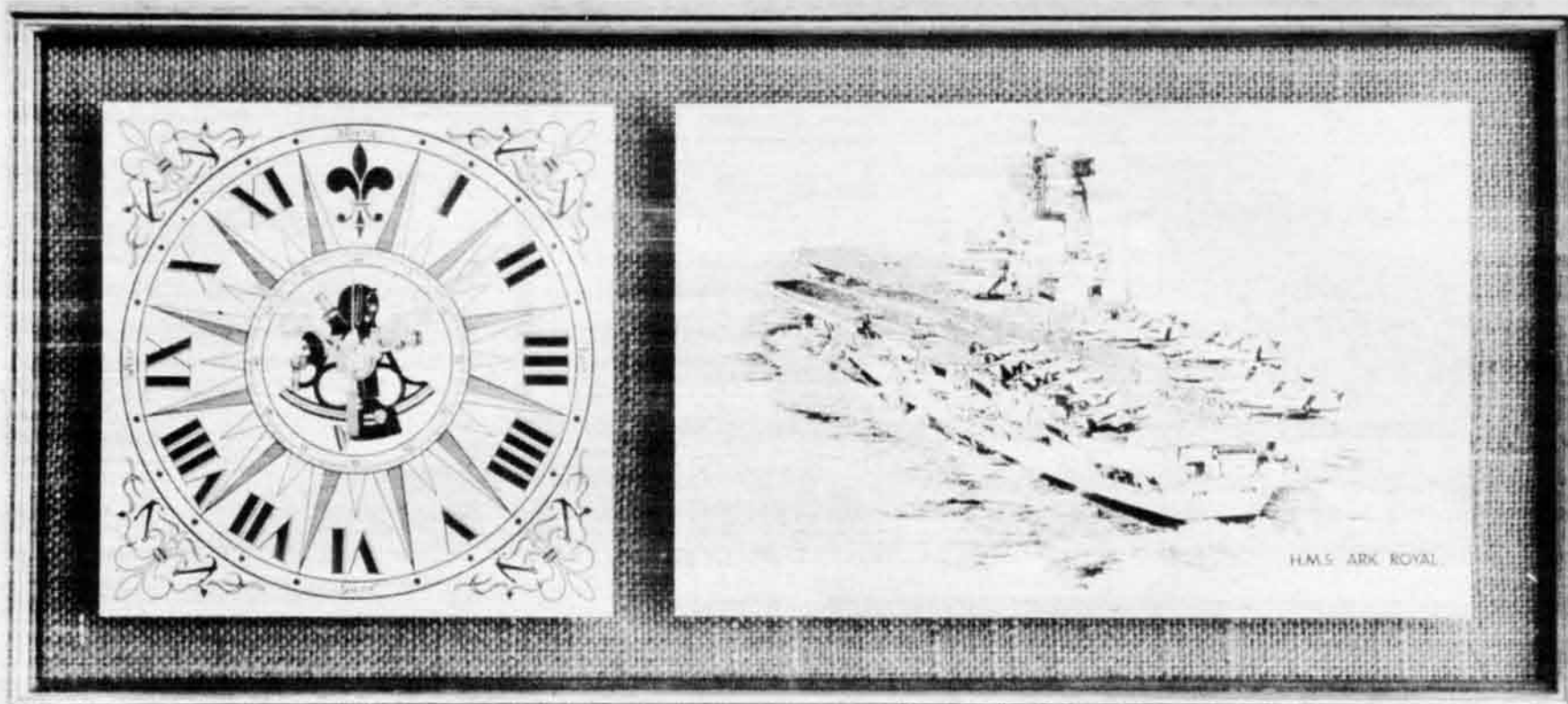
Then spare something more.

KGFS

King George's Fund for Sailors
1 Chesham St., London SW1X 8NF

THE FUND FOR CHARITIES THAT SUPPORT
SEAFARERS IN NEED AND THEIR FAMILIES

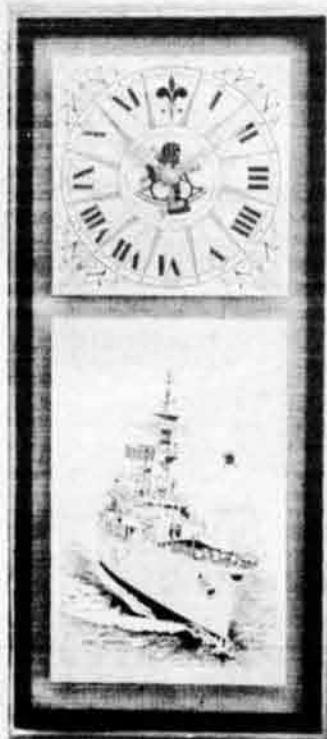




SOLVE YOUR CHRISTMAS PRESENT PROBLEMS WARSHIP PICTURE CLOCK

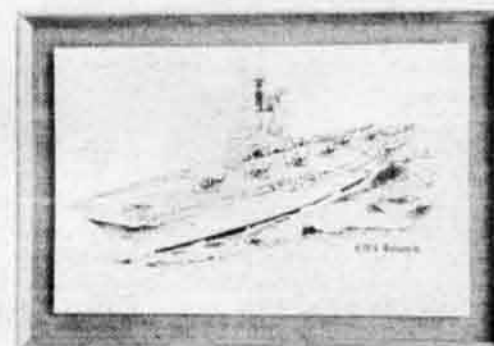
SENT DIRECT TO ANY ADDRESS IN U.K.

Metal face compass rose clock with solid brass hands. KEINZLE (Battery) movement with 1 year's guarantee. Clock size: 600 mm x 270 mm. Picture size: 349 mm x 248 mm. Submarine size: 700 mm x 190 mm.



PICTURES CURRENTLY AVAILABLE:

HMS ARK ROYAL RO9	HMS FEARLESS L10
HMS EAGLE RO5	HMS INTREPID L11
HMS VICTORIOUS R38	HMS TIGER C20
HMS CENTAUR RO6	HMS BLAKE C99
HMS BULWARK RO8	HMS EURYLUS F15
HMS HERMES R12	HMS GALATEA F18
HMS ALBION RO7	HMS PHOEBE F42
HMS PLYMOUTH F126	HMS HERMIONE F58
HMS AMAZON F169	HMS CHARYBDIS F75
	HMS ENDURANCE A171



SSBS "RESOLUTION" CLASS SUBMARINES

(Please note, NOT available with clock)

HMS RESOLUTION HMS RENOWN
HMS REPULSE HMS REVENGE

AIRCRAFT

BAC CONCORDE
AEW GANNET

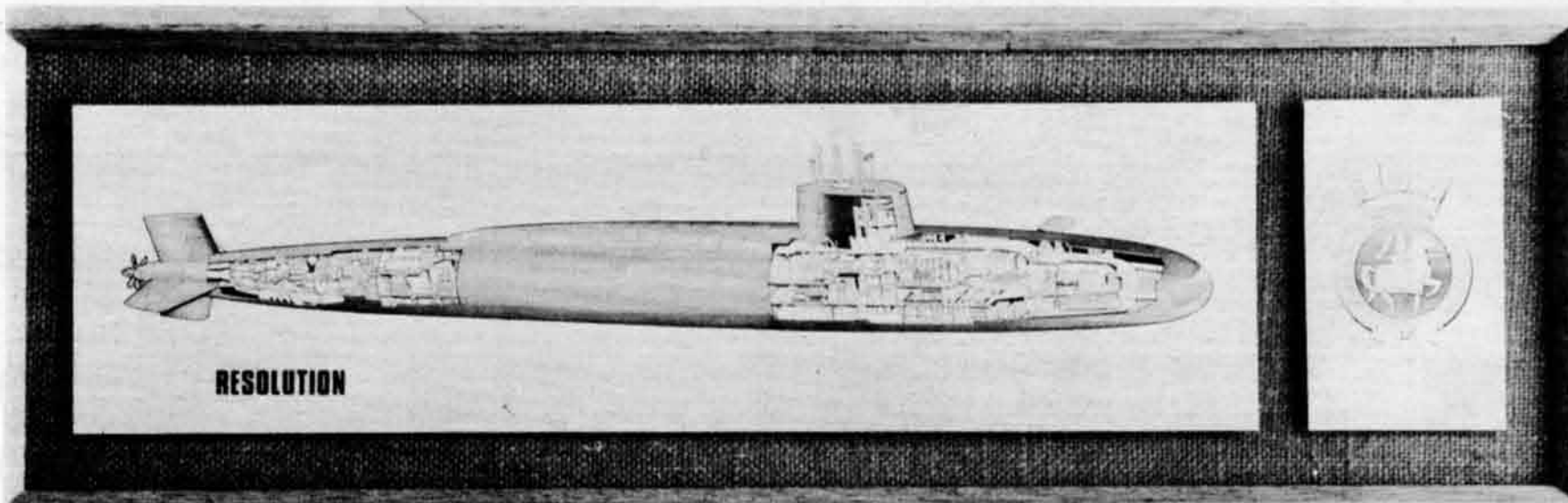
HAWKER SIDDELEY (PERCIVAL) SEA PRINCE
WESTLAND SA 341 GAZELLE HELICOPTER

PRICES: Clock £18.50 Post and Packing £1.50 Picture without clock £5.50 Post and Packing 75p Submarine (not available with clock) £8.50 Post and Packing £1
Allow 28 days for delivery

TRADE ENQUIRIES WELCOME

N.C.J. MARKETING, 2a CADES PARC, HELSTON, CORNWALL

Tel. 032-65-3595



History comes to the surface

DIVERS TO SAVE NILE TEMPLE

A Royal Navy team started diving into history again last month when they arrived in Egypt to help save an ancient monument from the waters of the Nile.

Earlier this year another team completed the stone-by-stone salvage of the Gate of Diocletian from the submerged island of Philae, near Aswan.

This time the target is also a Roman ruin in the same area — the Temple of Augustus Caesar, built in 12 B.C. and probably the earliest Roman monument in Egypt.

Both monuments were flooded after the completion of the Aswan High Dam and the divers, working in co-operation with Egyptian counterparts, have until next April

to raise the temple. It will be re-erected next to the Gate of Diocletian and other monuments from Philae on another island, Agilkia.

The operation is being financed by UNESCO, through the Egyptian Ministry of Culture.

Team leader Lieut.-Cdr. David Bartlett and his deputy, CPO Diver Joe Maher, will remain at Aswan for the whole of the operation, but the six other divers who left with them from H.M.S. Vernon on October 1 will be replaced this month.

The six-weekly rotation will



Is it a bird... is it a fish? Taking to the air and, subsequently, to the water are SEA (D) Dean Harris and SEA (D) Stuart Raffel, two members of the Navy diving team now helping to save an Egyptian monument.

Looking on are (right to left, in the gemini) Lieut.-Cdr. David Bartlett, the expedition leader; CPO (D) Joe Maher, his deputy; LS(D) Anthony Foster; brothers Peter and Paul Baragwanath, both seaman divers; and, in the water, SEA(D) Graeme Hall.

In the background of this picture, taken by CPO (Phot) Tony Wilson at H.M.S. Vernon, are H.M.S. Brinton (left) and H.M.S. Iveston.

continue throughout the operation, giving about 40 divers, many of them teenagers, superb experience in ideal conditions.

Three of first team are 17-year-olds — Seaman Divers Graeme Hall, Dean Harris, and Stuart Raffel. With them are Leading Seaman Diver Anthony Foster and two brothers —

Seaman Divers Paul and Peter Baragwanath. Paul took part in the previous salvage operation as well as the clearing of the Suez Canal.

Working in about four metres of water, the divers are first having to clear about 5,000 cubic metres of mud before getting down to the "nitty gritty" of lifting the temple stones, which together weigh up to 3,000 tons.

Having marked the area and cleared weed and mud with compressed air, the team will use lifting bags to float the stones to the surface, where archaeologists will take over.

They will work a six-day week, with Fridays — the Egyptian sabbath — free. On their days off, the team plan to have a look around the rest of Egypt viewing other ancient monuments!

SHIP SWOPPING



Ship-swapping sailors (try saying that fast after a couple of pints!) must also swap cap tallies. Helping here to change the tallies of AB George Lambert and AB Michael Lay is the commanding officer of H.M.S. Hardy, Lieut.-Cdr. Bill Christie. H.M.S. Hardy — now the last Type 14 Blackwood-class frigate in service — commissioned at Chatham with the ship's company of H.M.S. Dundas, which has been paid off. The Hardy will take over the training duties formerly carried out by the Dundas for H.M.S. Vernon and H.M.S. Dryad at Portland.

New-style dressing!



Gentlemen: If you are tempted to use the old cliché, "What another new dress?" — forget it. The Queen Alexandra's Royal Naval Nursing Sisters have waited more than 20 years for this long version, modelled here by Sister Elizabeth Janet Plaskett, of the R.N. Hospital, Plymouth. The classic style dress in navy blue polyester twill, has crisp white collar and scarlet cuffs piped in white.

Christmas in London

The Union Jack Club is offering a five-night Christmas holiday "package" for Service members who wish to spend the holiday in the capital. Cost from the time of evening meal on Friday, December 23, until breakfast on Wednesday, December 28, is £25 (children under 13 £12.50). This includes breakfast and evening meal daily and Christmas dinner on December 25. On Boxing Day there is a buffet/dance for members in the Gascoigne Rooms.

Advance booking should be made in writing to the Union Jack Club, Sandell Street, London SE1 8UJ by December 16. Ratings are automatically club members without payment of a subscription.

NOBODY BUT NAAFI COULD GIVE YOU TERMS LIKE THESE

Naafi provides a service exclusively for the Forces. That is why you're bound to be better off buying through Naafi — whether it be a car, caravan, motor cycle, moped or even a boat.

See for yourself! When you buy a new car through Naafi you can benefit from...

- * Really worthwhile discounts from selected dealers
- * Exceptionally low HP charges
- * First class car insurance
- * Free personal life assurance

- * Premature repatriation scheme
- * No restrictions on taking your car abroad
- * Incorporation of freight charges in HP agreement

And Naafi can offer you so much more... an HP deposit-saving service, an easy payment plan for car insurance premiums, used car purchase facilities... all specially geared to ensure a better deal for Service people. Ask Naafi about it to-day. You can't do better!

Manager, Car Sales Branch, Naafi, London SE11 5QX
Please send me details without obligation. I am interested in the following Naafi facilities:

New car _____ (state model)
For use in _____ (state country)
☐ New touring caravan ☐ Used car ☐ New motor cycle ☐ Boat
☐ Deposit savings scheme ☐ Insurance ☐ I wish to pay cash
☐ I wish to use Naafi HP Please tick whichever applies

Rank _____ Name _____

Address _____

Tel No. _____

NAAFI EXCLUSIVELY FOR YOU



NOW IT'S THE SKI-JUMP JET!

Hawker Siddeley's revolutionary Harrier aircraft is popularly known as the jump jet, because of its ability to "jump" vertically off the deck. Now it's being called the ski-jump jet — following a casual remark made by a designer's wife who looked over her husband's shoulder and saw a curved line, resembling a ski jump, on his drawing board.

A large model of the front third of "a modest-sized Harrier-carrying ship" appeared on Hawker Siddeley Aviation's stand at the Royal Navy Equipment Exhibition, Greenwich.

That elegant line, and the basic idea behind it, may be simple, but it represents a concept which could prove to be as important to future jet flying at sea as the angled flight deck, the steam catapult, and the mirror landing aid were to earlier naval aircraft.

Like all these inventions the ski-jump concept is a British discovery and development. The idea was first published by Lieut.-Cdr. Doug Taylor in a thesis written at the University of Southampton in 1973. He came up with the idea of curving up the front of a flight deck

runway so that the Harrier (the idea is only applicable to vectored-thrust vertical take-off and landing aircraft) could be launched on an upward trajectory.

He sought advice from Hawker Siddeley Aviation at Kingston-upon-Thames, where the design team led by Harrier chief designer John Fozard saw the benefits and simplicity of the concept and immediately championed the cause.

Test ramp

The Procurement Executive of the Ministry of Defence supported theoretical analysis and computer studies in 1974-75, and funded a practical demonstration stage in 1976. This involved the design, by the HSA Kingston design team, and the construction by British Steel, Scunthorpe, of a test ramp, which was installed at the Royal Aircraft Establishment, Bedford.

Hawker Siddeley's deputy chief test pilot, John Farley, first launched the Harrier off the test ramp on August 5, with the "deck" set at a modest six degrees. It can be adjusted to a maximum of 20 degrees, although the tests are not expected to reach this peak until mid-1978.

Ramps are now being planned for the Invincible, first of the Royal Navy's new anti-submarine cruisers, and the Illustrious, at present being built on the Tyne.

More than 70 launches were made from the test ramp in August, covering ramp exit



We have lift-off! Or should it be jump-off? A Harrier leaves the test ramp — set at six degrees — on the runway at R.A.E. Bedford.

speeds of up to 100 knots and with aircraft carrying three 1,000 bombs. Both single-seat and two-seat Harriers were flown off the ramp by Hawker Siddeley and R.A.F. test pilots. In October the angle was increased to nine degrees and some 20 successful launches carried out.

Benefits

The benefits of a ramp launch are said to be substantial. For example, a 20-degree ramp would enable an aircraft to carry more than 2,000lb. of extra fuel or weapons, compared with a flat deck launch over the same deck run. Put another way it means that, at a given launch weight, the 20-degree ramp cuts the deck run by more than half.

A 20-degree ramp would have an effect on a Harrier launch equivalent to at least a 30-knot wind blowing over the deck, so a ship equipped with a ramp

would not need to steam at high speeds to fly off her aircraft in calm conditions. And as a large carrier covers only ten sea yards per gallon of fuel when steaming at 30 knots for aircraft launch, this would result in considerable economy and extend the ship's endurance at sea.

From a pilot's point of view the ramp concept also increases safety margins. In the event of an emergency at take-off — should the engine nozzles fail to rotate downwards, for example — it has been calculated that the aircraft would land in the sea two - and - a half seconds after leaving a flat deck at 90 knots and with a 20-knot wind over deck. The estimated time for the pilot to react to the emergency and successfully eject, is two seconds.

Nozzle rotation failure during a 60-knot exit from a 20-degree ramp, under the same conditions, would result in "splash-down" in six and a half seconds, but it is said that an alert pilot who jettisoned his wing stores early enough would stand a very good chance of getting away without a ducking!

Colourful record of Review

An original oil painting of the Silver Jubilee Review of the Fleet at Spithead is being presented to the Admiralty Board, and colour prints of it are now available to the public. The painting is by Captain R. R. S. Fisher, now retired and living at Blackheath. One of his paintings features in the 1977 Royal Navy calendar.

The idea behind the commissioning of the Review painting was to provide at reasonable cost a colourful record of the impressive day. H.M. yacht Britannia is seen passing through the lines and among the ships on view is H.M.S. Birmingham (wearing the flag of the Admiralty Board).

The print measuring about 24in. by 18in., can be obtained from H.M.S. Victory souvenir shop, Portsmouth. (Details are contained in an advertisement in page 20).



Doves motoring service for the Services

A professional service. Experience where it counts. All you need in new or used cars. For Personal Export Scheme, Insurance and Hire Purchase you won't do better than through us.

Most makes can be supplied at preferential terms with credit facilities through us or NAAFI. All cars carry a full year's guarantee.

So get in touch. The Dove Service for the Services. Run by ex-servicemen.

Post the coupon today or write and tell us your requirement.

To:- Lieut. Colonel J. H. Walters, O.B.E.
Services Liaison Executive,
THE DOVE GROUP
White Rose Lane, Woking, Surrey.
Telephone: Woking 4515

Name _____

Address _____

RN Home ☐

Export ☐

Doves look forward . . . to serving you

GRIN-ICH GROUP!



One of the attractions of the Royal Navy Equipment Exhibition at Greenwich was the Westland-Aerospatiale Lynx helicopter of 700L Squadron, from Yeovilton, which was displayed with its homing torpedoes, depth charges, marine markers and other items which equip the aircraft for its two main roles of anti-submarine search and strike, and air-to-surface missile strike.

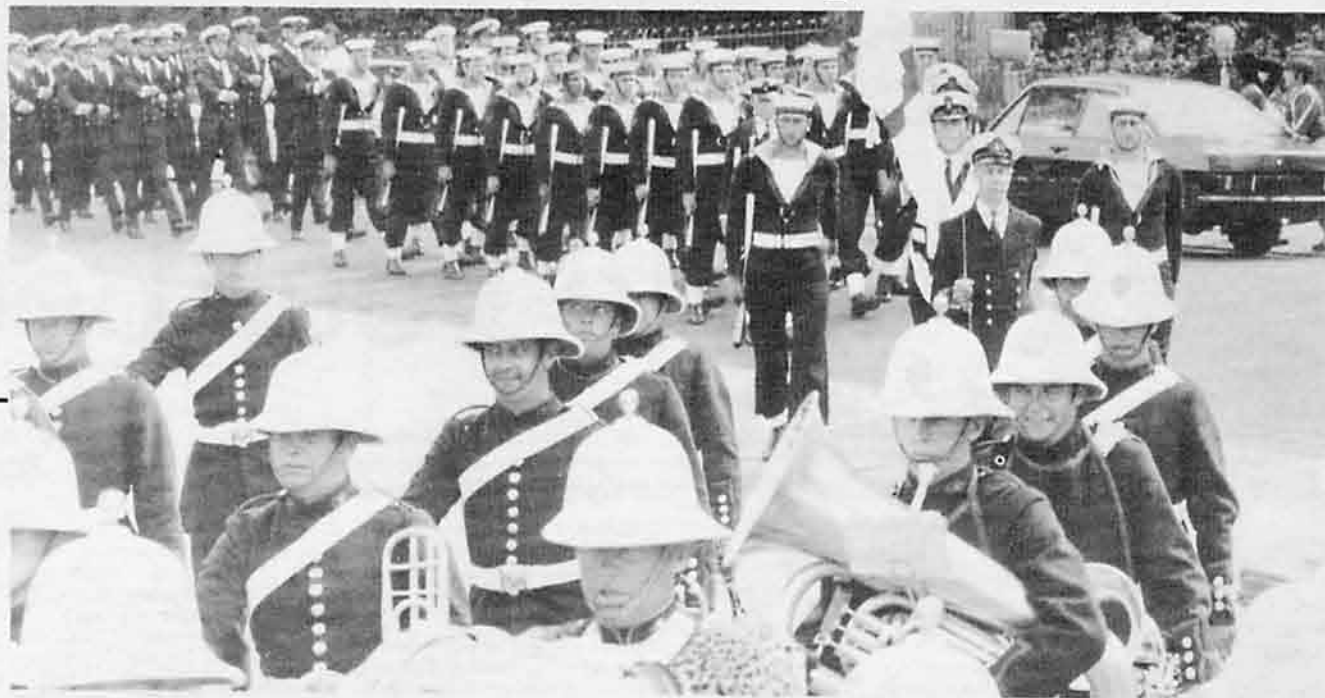
Other attractions included the Wrens who helped to staff the reception desk or worked on some of the trade stands! The Wrens and ratings pictured here during a break from their duties at the exhibition are (from the left): AB Sheppard, LWREN A. Entiknap, LS(M) D. P. Scorey, AB A. J. Lawrence, Wren T. Yates, AB(M) S. P. Hebditch, Wren J. M. Kirk, RPO K. H. Davies, Wren A. R. Woodhouse, LREG M. James, Wren S. Tubby, LS(R) D. Branson, and RO S. J. Skinner.

In all about 50 R.N. personnel were involved at Greenwich, where the R.N. liaison officer was Lieut.-Cdr. J. C. Mather.

Plymouth visits Plymouth

A warm welcome awaited H.M.S. Plymouth when she visited Plymouth after the Fastnet Race, for which she was guardship. It was her first official visit to the city in 13 years.

During the busy week-end, when ties between the city and the ship were renewed, the ship's company marched through the city. The guard, Colour party, and four platoons were led by the Royal Marines Band of Flag Officer Plymouth.



HOME AND ABROAD

When H.M.S. Andromeda was guardship for the 132nd Dartmouth Royal Regatta, the ship's company took part in regatta events. They were knocked out in the tug-of-war, but did better in the Kon Tiki raft race — thanks to the efforts of raft skipper, the Rev. Richard Thomas, squadron padre, and his crew of trainees on loan to the ship from H.M.S. Raleigh.

The Andromeda visited Palma at the end of September. She is thought to be the first British warship to visit the port for five years. Hospitality was overwhelming, the weather warm, and entertainment inexpensive. In all, it was said to be a great visit.

BULWARK'S BOOK

There is still time to buy a copy of H.M.S. Bulwark's final commission book. A few are still available (price £2) from the ship's supply officer.

Nuclear briefing

Rear-Admiral C. M. Bevan, Flag Officer Medway and Port Admiral Chatham, visited the Nuclear Department of Rolls-Royce Ltd., Derby, at the end of September, with Capt. A. J. N. Cooper (nuclear power manager) and Mr. P. O. E. Trubshawe (production manager).

After being shown around the manufacturing facilities by Mr. E. P. Harris, the manager of the Nuclear Department, the admiral presented the badges of the nuclear-powered Fleet submarines Superb and Sceptre, and of H.M.S. Vulcan (the R.N. nuclear propulsion test and training establishment, Dounreay) to the department to go with the ships' badges on display in the foyer.

Naiad takes over



H.M.S. Naiad, which relieved H.M.S. Ambuscade as Britain's representative in the Standing Naval Force Atlantic, continues to uphold the fine reputation earned by her predecessor in NATO sport. When the squadron visited Devonport, the Naiad won the squadron's "Cock Trophy" for the sports mini Olympiad and won outright the swimming and badminton tournaments. The Naiad is seen here passing through Plymouth Sound with the Canadian Tribal-class frigate Algonquin. The squadron also visited Portland before sailing for exercise Ocean Safari.

VICTORY SERVICES CLUB

New chairman of the Victory (Services) Association is Rear-Admiral F. Brayne-Nicholls, who has been a member of the Council of the association since 1967 and vice-chairman since 1973.

The association controls London's Victory Services Club, which has more than 30,000 members and whose extensive premises near Marble Arch have many facilities, together with bedroom accommodation for 400 members (including 59 double bedrooms for married members).

Eligible for membership (annual subscription £3 plus VAT) are serving and ex-Servicemen and women; wives or husbands of members of the club; and widows of ex-Servicemen.

Details can be obtained from the Secretary at 63-79 Seymour Street, London W2 2HF.

Save while you serve with Abbey National



Abbey National give you good rates of interest with three different savings schemes to choose from.

You'll have a better chance of a mortgage when you get back to civilian life.

Abbey National investors have a better



chance of becoming Abbey National mortgage holders. We helped over 70,000 families buy a home last year alone.

You'll get the security of one of the world's largest building societies.

Abbey National now have over 3 million savers and assets totalling over £4,500 million.



So send for this leaflet now and find out how you can make more of your money.



Please send me a copy of the Abbey National 'Save While you Serve' leaflet.

Name _____

Address _____



ABBAY NATIONAL

Abbey National Building Society.
103 Commercial Road, Portsmouth PO1 1BG, England.

TWO PAGES FOR FAMILIES



Within weeks of commissioning, H.M.S. Shetland — third of the 1,250-ton Island class patrol boats — has had her first christening on board. Appropriately the infant was the commanding officers' six-week-old son Alistair.

The captain's wife, Mrs. Diana McKnight, had had to miss the Shetland's commissioning ceremony at Rosyth shortly before Alistair's birth.

Seen around the ship's bell, which was used as a font, are Lieut-Cdr W. C. McKnight with daughter Fiona (3), Mrs. McKnight with Alistair, and the Rev. Jack Burgoyne, Anglican chaplain at Rosyth naval base.

More power to your pen . . .

When house-purchase documents have to be signed, and your nearest and dearest has been drafted at short notice to a ship bound for the Friendly Isles, naval wives have been known to utter expressions like "Oh, bother."

Because a recent case "has highlighted the difficulties," official advice is available on the method to overcome this particular problem.

Where a sailor is in an "at risk" drafting position, he may like to consult with his solicitor the arrangement of a limited power-of-attorney. This would enable

documents to be signed by someone other than himself.

The Admiralty announcement emphasizes, however, that the additional expense of such a course is not necessary "in normal circumstances."

It is a matter for each would-be house purchaser to decide whether his circumstances, from a Service

point of view, are "normal" in the sense of certainty regarding his whereabouts in the immediate future.

While few applicants would need to arrange a power-of-attorney, it is prudent to have an understanding of what can be done should the requirement arise.

Those wishing to read the announcement in full should consult DCI(RN) 619.

MARRIED QUARTERS WAITING LISTS

The following is a summary of the married quarter waiting lists as at mid-October. (Classification key: Officers: Type III, captains and commanders; IV, lieutenant-commanders; V, lieutenants and below. Ratings: Type B, 1 child or none; C, 2 or 3 children; D, 4 or more children).

Portsmouth: Officers, flats and maisonettes, no waiting; houses, 1-2 months. Ratings, B, 3 months; C, 2 months; D, variable.

Gosport: Officers, 1 month. Ratings, no waiting.

H.M.S. Mercury: Officers, no waiting. Ratings, B and C, no waiting; D, variable.

H.M.S. Dryad: Officers, 2 months. Ratings, B, 3 months; C, 2 months.

H.M.S. Osprey: Officers, 2 months. Ratings, 2½ months.

R.M. Poole: Officers, no waiting. Ratings, 3-4 weeks.

C.T.C.R.M. Lympstone: Officers, no waiting. Ratings, 2-3 months.

B.R.N.C. Dartmouth: Officers, IV, 2 months; V, 5 months. Ratings, B and C, 4 months.

Plymouth: Officers, III, no waiting; IV, no waiting; V, 4-5 weeks. Ratings, furnished, B, 12-14 weeks; C, 2-4 weeks; D, variable; unfurnished, B and C, variable.

R.N.A.S. Culdrose: Officers, 10 weeks. Ratings, 6 weeks.

Chatham: Officers, no waiting. Ratings, furnished, no waiting; unfurnished, variable.

H.M.S. Warrior: Officers, no waiting. Ratings, 2 months.

H.M.S. Cochrane: Officers, no waiting. Ratings, 1½ months.

R.M. Base Condor: Officers, no waiting. Ratings, B and C, 2 months.

Greenock: Officers, IV and V, 2-3 weeks. Ratings, C, 1-2 weeks.

H.M.S. Neptune: Officers, IV and V, 3-4 months; maisonettes, no waiting. Ratings, furnished, no waiting; unfurnished, 1 month.

H.M.S. Rooke, Gibraltar: Officers, no waiting. Ratings, flats, 3-4 months; caravans, 1 month.

H.M.S. Royal Arthur: Officers, 1 month. Ratings, no waiting.

In mid-October there were no waiting lists for officers or ratings at R.M. Deal; R.N.A.S. Yeovilton; H.M.S. Gannet; H.M.S. Inskip; H.M.S. Vulcan; H.M.S. Forest Moor; RNWT New Waltham; Birkenhead; Barrow-in-Furness; Newcastle.

Portland switch

Tophill Naval Wives Club, Portland, has changed its club meetings to Mondays at 1.30 p.m. and all naval wives, particularly new ones, are welcome at the Kimberlin club.

Speakers have been arranged up to the Christmas break and the programmes will include floral and cosmetics demonstrations, a talk on fire prevention in the home and a chief petty officer showing the girls how to ice the Christmas cake.

ROTHMANS KING SIZE



The best tobacco money can buy.

EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING

Comparing colour schemes and textures of carpeting is a serious business at Dargets Wood Community Centre, Chatham, for Mrs. Ann Page, in the pink headscarf, and interior designer Sue Eldridge. But Mrs. Page's two-year-old daughter Ann Marie seems happy in her choice of a bright red coat and a yellow teddy bear.

Picture: LWren (Phot) Joan Roberts



HOW TO STOP TROUBLE BREWING

Having trouble with your new teapot, lady? If the inside's a stain on your housewifely pride, why not let the old man's false teeth tablets banish the blemish. That's the DIY advice of the Men from the Ministry.

While complaints may not have been exactly pouring in, the problem seems to have been brewing up in a number of black spots. The grumble of some wives is that when they fancy a quick cuppa they find the aluminium teapot introduced for the Services not so long ago has become badly stained in use.

Says the official communique: "It is not practicable, either during or after manufacture, to coat the interior of these pots completely to overcome the problem, but fortunately there is a very simple and effective DIY remedy."

"This is to fill the teapot with warm water and drop in one Steradent denture cleaning tablet. Allow it to steep for two or three hours — when the liquid is poured away it will be found that normal staining has been removed."

And if that doesn't seem to work a biological miracle, then what? "Heavy staining may require a second treatment," say the teapot experts.

ROWNER'S 'FUN' ROOM

Rowner's Naval Recreation Centre now boasts an attractive new room for events like dances, discos, bingo, cabarets, and wedding receptions, thanks to generous aid from the Sailors' Fund as well as plenty of local self-help.

The Functions Room — it was explained that no one had come up with a better title — has been built on "stilts" at first-floor level as an extension to the Recreation Centre, which already houses a swimming pool and lounge bar. It was completed in ten months at a total cost, with furniture and furnishings, of just over £50,000. Later it is hoped to complete the extension by adding more amenities at ground level.

Membership of the centre can be social (which will appeal to the non-sporting types) or full, covering all the family and including use of the indoor heated pool. Family get-togethers, with children, will now be possible in the new room at week-end lunchtimes.

'TREMENDOUS'

When he officially opened the new room at the end of September, Rear-Admiral T. B. Homan (Director General of Naval Personal Services), who is chairman of the Grants Committee of the Sailors' Fund, said: "Since I last visited Rowner tremendous strides forward have been taken in the provision of facilities and ameni-

ties for the families who live here."

The initial step was Rowner Recreation Centre itself, which was opened by Lady Lewis in 1972 and to this first project the Sailors' Fund made a very large grant.

"However, it is since then that so much more has been done — and it is here that the families of Rowner have done so much for themselves."

He said the Grants Committee had been tremendously impressed by the support and contribution made locally to the extension project. From bar profits they had contributed the splendid figure of over £24,000. The brewery firms Courage and Whitbread had each loaned £5,000, leaving £17,000 to come from the Sailors' Fund, which had readily agreed to this grant.



Here's to the new room's success! Plaque unveiling at Rowner Recreation Centre extension by Rear-Admiral T. B. Homan, accompanied by (from the right) FCEC David Cooke (chairman of the Management Committee of the centre), Mr. Peter Crossley (Area Community Officer and president of the centre), ex-submariner Taff Jones (the centre's bar manager) and his wife Trudy.

HOUSEWIVES' CHOICE

There was a time when wives had no choice about married quarters decor . . . it was all decided almost by decree from above. Even in more recent times when a little enlightenment started creeping in, the "faceless ones" in the Ministry, after a bit of consultation and a lot of thought, came up with soft covers that looked to some as if they could only have been equalled if designed by someone on a psychedelic trip in a paint factory's reject department!

The grim realities of that choice were revealed gradually by one of the "faceless ones" at a meeting with naval wives from Dargets Wood, Chatham, last month.

"Some items in the past have not been to everyone's liking," he ventured, to an enthusiastic murmur of agreement.

"Recently we have been trying particularly hard to obtain wives' opinions and it has become obvious that the soft covers were not popular," he indicated.

Candour

The wives' opinions on this score were not difficult to obtain, building up to a vociferous chorus along the lines of "You ain't kidding, mate!"

Later, with admirable candour, met by matchless appreciation of his honesty, he revealed: "Last time the choices were made by the furnishing committee and it was a disaster!"

Service wives are not known for bottling up their opinions and the "faceless ones" of the Joint Services Furnishing Committee are to be congratulated on their bravery in setting themselves up as Aunt Sallies on the sensitive subject of married quarters furnishings.

But it was all very good-humoured and the meeting, taking the form of a Property Services Agency presentation, served an excellent purpose for both sides.

The men (and ladies) from the Ministry have been conducting a series of opinion-gathering meetings with wives at home and abroad to try to piece together a general picture of likes and dislikes about furnishing designs. It is a tall order to please everyone all the time, but they are going out of their way — in more senses than one — to try to do so.

Expert

Already, Service wives have been consulted on curtains — the new range is now available — and soft furnishings, available next year.

Now it is the turn of downstairs and stair carpets — a big item, with carpet maintenance costing

£1½ million a year, and the men with the responsibility of spending the money want to get it right.

The selection procedure is most meticulous, with colour-compatibility charts, the expert advice of an interior designer, and, most important, the views of the wives who will have to live with the decor.

The Chatham wives, like their R.A.F. and Army counterparts, were invited to make their colour

New twist

Navy and other Service wives will be pioneering a novel type of carpet when the new range of designs becomes available for married quarters late next year.

The new carpet, looking like Wilton but costing up to 25 per cent. less to manufacture using a new technique, is expected to set a new domestic trend. The Ministry of Defence will be the first "customer."

and design choices from a range on show, fill in a questionnaire, and then take part in an open forum to express their views.

As expected, the forum produced views on a much wider selection of topics, including criticism of "tatty curtain rails," bedspreads with an anchor motif "that look as if someone has wiped the floor with them" and furniture so old-fashioned that one wife claimed she had a four-poster bed!

One member of the committee expressed disappointment that the Dargets Wood wives did not seem to have a forum at which to express their views on general

married quarters problems.

The process of introducing the new colour-compatible range of furnishings is necessarily gradual and some wives were concerned that it might take years before they see a complete scheme in their own homes.

But the reply from the platform was generally accepted by the audience: "We have to start somewhere; it is essentially a long-term project. If new carpets are in use we cannot throw them out immediately."

Just how a wife does get the new designs when her present furnishings do wear out was a problem dealt with by a committee man.

On the spot

"New curtain designs were introduced on April 1," he said, "and where curtains are worn out there is no reason why a wife should not be given a free choice of any of the 33 new curtain patterns, although it might take three months before she gets them."

"I have heard all over the country that wives are not being given the new curtains, but it is policy that they should be given the choice."

Yes, but how? The answer was quite clear: approach the man on the spot, or the local organization dealing with married quarters.

The meeting at Dargets Wood ended on a happy note: when the questionnaires were studied it was discovered that, broadly, the Chatham wives had made the same choice of carpets as the "faceless men" had before the presentation.

THE ROYAL NAVY LETS YOU LEARN TO FLY

To foster interest in Naval Aviation the Royal Navy offers 85 places annually at selected civilian flying clubs which provide a course of flying training on light aircraft. The places are allocated under the following schemes:

ROYAL NAVY FLYING SCHOLARSHIP

There are 60 Flying Scholarships available for members of the C.C.F. (R.N. and Army Sections only), the Sea Cadet Corps, approved Sea Venture Scout Units, or pupils of certain nautical colleges or schools.

ROYAL NAVY SPECIAL FLYING AWARD

There are 25 Special Flying Awards available. Applicants must be at school, college or university and be between 16 and 23 years old.

Recipients of awards are under no obligation to join the Royal Navy. Candidates are selected and the awards made by the Director of Naval Recruiting.

Full details and application forms are available from:

R.N.F.S. Liaison Officer
Department of Naval Recruiting
Old Admiralty Building
Spring Gardens
London SW1A 2BE



BIRO BORROWERS BEWARE!

"Have you seen our Biro?" is a remark which may soon be heard in Government departments as the economy screw is turned in regard to Stationery Office supplies and services.

The issue of new typewriters will be "exceptional" and other savings have to be effected in the demands and use of calculating and dictating machines and copying machines.

Instructions get down to the nitty-gritty with the information that, wherever possible, ball point pens, punches, and staples are "items to be pooled rather than treated as personal issues to individual officers."

The Daily Telegraph and packet of sandwiches may have to find a new home, because "security briefcases are to be used only for the purposes specified in the relevant security instructions."

Although the official announcement gives some opportunities for wags, few people would deny the possibilities for real savings in office supplies, but perhaps one plea may be made.

Don't be too harsh about the Biros. It would be too much for the loss of one to cause a coronary — without even the means of writing out the death certificate.



"I think she loses hers deliberately!"

L-drivers to pay for instruction

One of the valuable facilities provided by the Royal Naval Benevolent Trust is the organization of the Resettlement Course in Motor Driving, at Portsmouth. Hundreds of students going into civvy street have gained an extra qualification as an aid to second career prospects.

Unhappily, money problems affect everyone these days and it has been found necessary to reinstate a student contribution towards the cost. From the beginning of the financial year 1978/79 a fee of £30 will be charged. The first course to be affected starts on April 19, 1978.

Full details are given of the procedure for applying to join a course.

DCI (RN) 587

★ False papers

Watch is being kept for academic fiddles. A number of falsified educational certificates have recently been submitted to the Director, Naval Education Service. As a result, scrutiny and checking is to be tightened up.

DCI (RN) 582

★ Overalls

Engineer officers entering the R.N. will in future be provided with white overalls on personal loan. Officers already serving may obtain free replacements for the three white overalls already in their uniform outfits.

DCI (RN) 564

★ Phone course

For advancement to leading Wren telephonist a two-week professional qualifying course is being introduced. In future, candidates for advancement will be required to pass a written provisional examination before they can be nominated for the professional course.

DCI (RN) 589

GET WISE ON DCIs

The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

★ Chance to fly

Limited opportunities exist at present for Supplementary List seaman officers serving on short-career commissions to undergo flying training and to transfer to the Aircrew Supplementary List for service as observer or pilot.

DCI (RN) 601

★ New title

The title of "instructor officer's assistant" is to be replaced by that of "education officer's assistant."

DCI (RN) 562

S.A.Y.E. PRESERVES THE VALUE OF YOUR REGULAR SAVINGS.

S.A.Y.E. is an unbeatable way to save regularly: You make a fixed monthly payment and the value of what you save is preserved by index-linking. This means that however much the cost of living rises, the value of your savings goes up with it.

How you S.A.Y.E.

Each month, for five years, (60 monthly contributions) you pay a fixed amount in whole pounds from £4 to £20. At the end of five years you may withdraw your savings, revalued in line with the Retail Prices Index; (which is a measure of the cost of living).

Or leave them for a further two years, during which no more contributions are paid. You can then withdraw your savings revalued in line with the Retail Prices Index over the full seven years. You also get a bonus equal to 2 months' contributions.

All repayments will be free of U.K. Income Tax at all levels, and Capital Gains Tax.

Early withdrawals.

Should you wish to withdraw your money before completion of the five year term, it will be arranged as quickly as possible, and provided your contract is at least one year old you will receive tax-free interest of 6% p.a. (if the contract is less than one year old you simply get back your contributions).

S.A.Y.E. proposal forms and explanatory leaflets are available from banks for payment by bank standing order, or from Post Offices for payment in cash or by GIRO standing order.

Or ask your Pay Office or F.P.O.



SAVE AS YOU EARN
Your return is linked to the cost of living

Issued by the Department for National Savings.

'GOING DOWN'

On the Cresta Run and in the Indian Ocean

Dashing at 80 miles an hour down the famous Cresta Run in Switzerland is the exciting prospect for Royal Navy personnel able to join in the Inter-Services race next February.

No previous experience is necessary. Novices frequently improve sufficiently to gain a team place in their first season.

It is planned to take an R.N. squad of ten, six of whom will be chosen for the Service team. The other four will compete on an individual basis in a time handicap event.

The Cresta Run is a man-made ice track at St Moritz. It is ridden by an individual lying prone on a toboggan, the steering and braking being achieved by means of rakes attached to the rider's boots.

The individual cost will be about the same as the price of a winter sports holiday of the same period.

★ Idea awards

Royal Navy personnel who have gained "inventions and technical suggestion" awards are: Lieut. T. McGhee, REA(A)1 D. T. Ash, CPO(OPS)(S) R. J. Nicholls, CMEM D. G. Topple, EA(Air)1 J. Carpenter, and ALS(MW) J. N. Harvey.

DCI (RN) J 597

★ Ulster honour

Marine Michael Colin Whysall has been honoured with a Mention in Despatches "in recognition of distinguished service in Northern Ireland."

Diving enthusiasts from any rank or branch of the Service are eligible to apply to join a Joint Services Sub Aqua expedition to the Chagos Archipelago (Peros Banhos) in the Indian Ocean, proposed to take place during 1978/79.

The expedition, which has been endorsed by the Joint Services Trust, will be led by Captain J. D. Griffiths, Royal Signals. The party

will consist of 18 members drawn from the three Services. Applicants should be experienced in free diving techniques and preferably to British Sub Aqua 2nd Class standards (or the equivalent).

Expedition members will be considered as on duty, but will have to make a personal contribution towards the costs.

DCI (RN) 598

★ Safer nozzle

A helicopter "hot refuelling nozzle" has been developed for the three Services so that open-line refuelling with engines / rotors running can be carried out much more safely than with the present GI nozzle.

DCI (RN) 566

★ P.R. changes

A sharp cut-back in the money to be spent on exhibitions and publications is mentioned in an announcement on the reorganization of Defence Public Relations staff. The object of the reorganization has been to achieve the most effective deployment of personnel when the Defence Review reductions in staff are completed on April 1, 1978.

DCI (RN) J 594

★ Special scheme

SSS is the mark of quick advancement under the "Specially Selected Seaman Scheme," which was introduced to replace the Specially Selected Able Seaman Scheme, after the formation of the Operations Branch.

Under the scheme promising young seaman ratings are identified at an early stage of their careers and given specialized training and accelerated advancement to leading seaman.

The admiralty are so pleased with the results that improvements are to be made in order to gain the maximum benefit. As well as selections during Part II training, it will now be possible for further selections to be made during Part III training. Changes are also to be made in the training arrangements.

DCI (RN) 602



"It's not Opportunity Knocks, you know!"

Young sailors or Wrens "of good personal quality and likely to give a favourable impression" have an opportunity for home town service by volunteering to assist the Careers offices. Applicants will be considered from establishments, and H.M. ships in home waters, for one of the four three-monthly periods in 1978.

The volunteers may be R.N. and WRNS junior ratings of any branch or category (leading / able / ordinary) and Royal Marines. Their duties will include attendance at exhibitions and shows with the Careers Service.

DCI (RN) 561

★ 'Roving reps'

Naafi's management like to know what the customers are saying, and to help them find out they have system of "roving reps" going round clubs, canteens, and families shops, "to obtain first-hand knowledge of them and to make recommendations for improvement."

Three of the representatives are from the Fleet and one from the Royal Marines. They are attached to Naafi headquarters in London, with two part-timers, namely a Submarine Service representative and a WRNS representative.

The "flying squad" are expected, in the course of their duties, to explain matters of Naafi policy, "so as to promote mutual understanding."

Those currently attached to Naafi HQ are CPOSA M. E. Hoyle (ships and overseas), FCPO (Coxswain) K. A. Ward (Naval Home Command, South), PO(Air) W. J. T. Hulston (Naval Air Command / Naval Home Command, North), CSGT G. A. Hart (Royal Marines), FCEEL D. M. Cooke (Submarine Service), and FCW S. J. Snowley (WRNS).

DCI (RN) 581



"If the 'flying squad' are back we'll ask if our latest scheme is popular..."

'GRAND TOUR' FOR FEARLESS

While deployed in the Mediterranean as Dartmouth Training Ship, H.M.S. Fearless provided midshipment — and apprentices from H.M.S. Caledonia who were embarked for the first time — with ample opportunity to go ashore for sightseeing and sporting activities.

During a five-day visit to Malta the ship's company had a full programme of sports events.

The ship also had on board Salerno Company of 41 Commando, Royal Marines, who were later transferred by helicopter to the U.S.S. Guadacanal and U.S.S. Raleigh to take part in Exercise Display Determination.

The ship's visit to Venice was enjoyed in superb weather, ideal for sightseeing and exploring nearby islands. During the stay the ship was visited by Princess Margaret, who was in Venice to open a fashion show to help raise funds for the preservation of the city.

Off the south-west coast of Greece the Fearless took part in the celebrations to mark the 150th anniversary of the Battle of Navarino, when 12 British, seven French, and nine Russian warships defeated a combined Turkish-Egyptian fleet after a battle lasting four hours on October 20, 1827.

In addition to the traditional calls to Gibraltar and Malta the ship visited Athens, Villefranche, and Sardinia. Highlight for many during the visit to Athens was a sponsored run on the Marathon course in aid of the Plymouth Deaf Children's Society.



With the ship's company — plus midshipmen and apprentices under training — lining the decks H.M.S. Fearless enters Grand Harbour, Malta.

Navy News

No. 281 24th year

Editorial and business office: H.M.S. Nelson, Portsmouth.

Telephones: Portsmouth 22351, ext. 24194 (editorial) and ext. 24226 (business). G.P.O. line: Portsmouth 26040.

Editor: John Tucker.

Deputy editor: Derek Smart.

Assistant editors: Chris Horrocks, John Elliott and Joan Kelly.

Business manager: Lieut.-Cdr. Len Truscott, MBE, RN (ret.).

SHIPS' BADGES

Applications flooded in after it was reported that surplus ships' badges stored at Chatham might be sold off to the public, but it has now been decided that only museums will be allowed to have the badges.

APPOINTMENTS

Intelligence job for former pilot

Rear-Admiral R. W. Halliday becomes Deputy Chief of the Defence Staff (Intelligence) in January in the acting rank of vice-admiral. He is to be promoted to vice-admiral on March 31.

It helps to have the right approach

A little jam on the bread of the Navy's recreational and social life may often be obtained through grants from the Sailors' Fund, the Fleet Amenities Fund, and the Fleet Recreation Fund. Success in getting help is made easier if applicants study carefully the aims of the funds and the correct manner of approach.

The importance of the three funds may be judged by the fact that in 1976 the total of disbursements was nearly a quarter-of-a-million pounds.

Trustees are the Second Sea Lord, Commander-in-Chief Naval Home Command, Commander-in-Chief Fleet, Commandant-General Royal Marines, and Deputy Under Secretary of State (Navy).

DCI (RN) 600

★ CEL shortage

Because of a shortage of senior control electrical ratings it will be necessary to draft senior radio electrical ratings of similar rate to fill a limited number of sea-going billets, including submarines. No rating will get more than one draft outside his own sub-specialization. Advancement and promotion prospects are being safeguarded.

DCI (RN) 590

★ Rent arrears

Ministry of Defence housing rent arrears are to come under much closer high-level scrutiny, because of a substantial increase in the amount of money now owing.

In future, where payments are one month in arrears, a report is to be submitted immediately to Defence Lands, indicating the extent of local action to date.

DCI (RN) J 611

As a Fleet Air Arm pilot he flew in operations against the Japanese and was awarded the D.S.C. He has commanded 813 Squadron and H.M. ships Houghton and Euryalus. His latest appointment has been as Commander British Navy Staff Washington, Naval Attache Washington and U.K. National Liaison Representative to SACLAN.

Succeeding him in November in Washington will be Captain R. M. Burgoyne, who is granted the

Capt. Jim Mason is to be the Royal Marines' Principal Director of Music and Commandant of the R.M. School of Music from next October.

acting rank of rear-admiral from November 15 and is to be promoted to the rank on January 7. Capt. Burgoyne's latest appointment has been commanding officer of the guided missile destroyer H.M.S. Antrim.

Other appointments recently announced include:

Capt. C. P. O. Burne. For duty with CSCBS for Coventry February 27 and Coventry in command on commissioning.

Capt. P. Hames. Captain Naval Drafting March 17.

Cdr. R. E. Hearsey. Herald in command January 5.

Cdr. W. N. L. Woodley. Temeraire January 14 and as commanding officer.

Lieut.-Cdr. M. W. Dismore. Jersey March 21 and in command.

Lieut. A. K. Taitman. Crichton in command January 23.

Lieut. D. M. Tall. Oracle in command February 15.

Lieut. N. R. Owen. Odin in command November 29.

Lieut. D. G. Widgey. Pollington in command January 3.

WRNS

Chief Officer A. I. de Trey-White. Dauntless March 21 and in command.

OBITUARIES

B. S. Wilson. MEA(H)1. R.N.R. Forth. September 19.

T. M. Baring. JS(O)2. H.M.S. Vernon. September 24.

F. C. P. Sidwell. Sub-Lieut. B.R.N.C. Dartmouth. September 27.

B. Holland. LREG. H.M.S. Pembroke. September 28.

R. W. McDowell. MEM. H.M.S. Sultan. October 14.

T. J. Parker. MEM1. H.M.S. Ark Royal. October.

R. V. Quick. CPL. R.M. Deal. October 22.

Admiral Sir Harold Martin Burroughs. aged 89. One of the most active and distinguished senior naval officers of the Second World War.

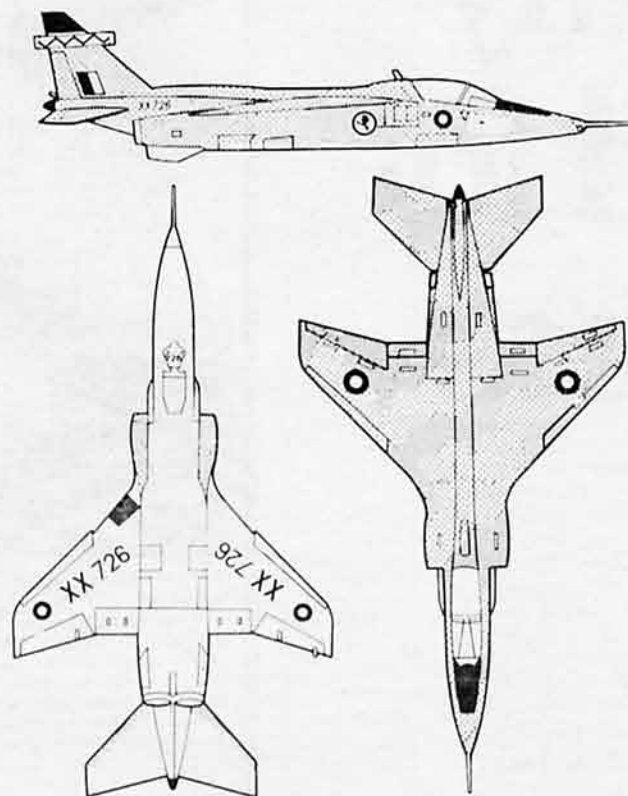
Admiral Sir Guy Russell. aged 79. Commanded H.M.S. Duke of York during action in which the Scharnhorst was sunk.

The family of Miss Y. Castleton, fiancée of the late MEM Robert McDowell, wish to thank everyone for their help and sympathy.

NEW FROM AIRFIX



INTRODUCING THE 830 MPH E-TYPE JAGUAR.



Jointly developed by Britain and France, the BAC Sepecat Jaguar comes in two forms: single-seater attack and two-seater trainer. In Britain these are designated S and B type respectively and in France A and E-type.

The Jaguar currently forms the backbone of the RAF's strike element in Europe having rapidly gained a reputation for ultra-precise bombing. This is due to its advanced navigation and weapon-aiming sub-system, laser Ranger and target seeker. It is also fitted with a head-up cockpit display, enabling the pilot to navigate without looking down at his instruments — very handy when you're doing 830 mph.

Now faithfully reproduced in a superb Airfix 1/72 scale the Jaguar Kit has all the versatility of the real aircraft — optional weapon loads, extra fuel tanks and a variable position undercarriage with decals for either the 6 squadron RAF or 54 squadron RAF.

Technical details

Armament: 2 × 30mm cannon, 5 weapon pylons capable of carrying a total of 10,000lb.
Engine: Two ADOUR engines provide 6,950lb thrust with reheat
Max Speed: 830 mph
Combat Radius: 700 miles
Wing Span: 28ft 2ins
Length: 50ft 11ins

B.A.C. SEPECAT JAGUAR
1:72nd Scale

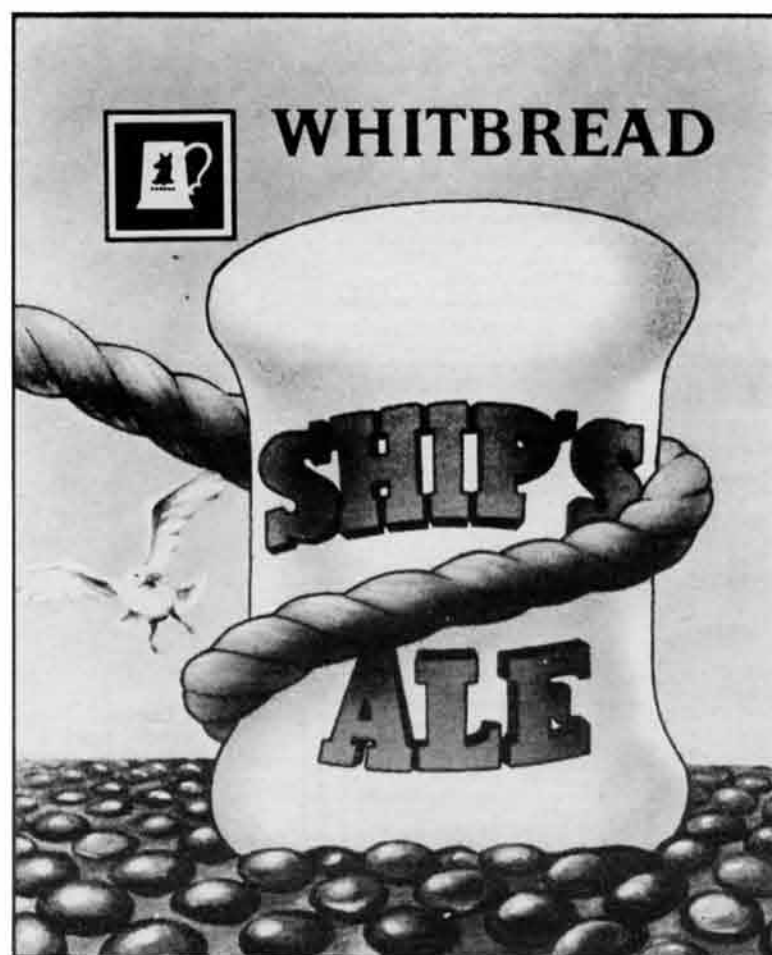


Whitbread

SHIP'S ALE

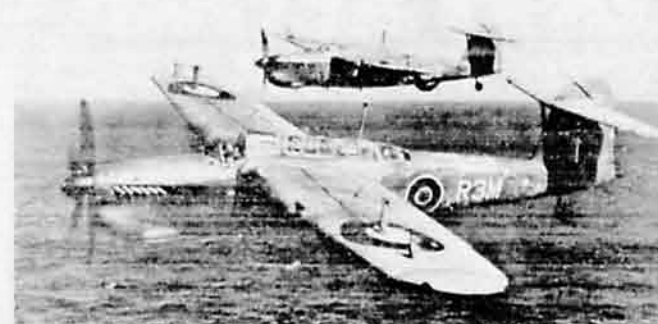
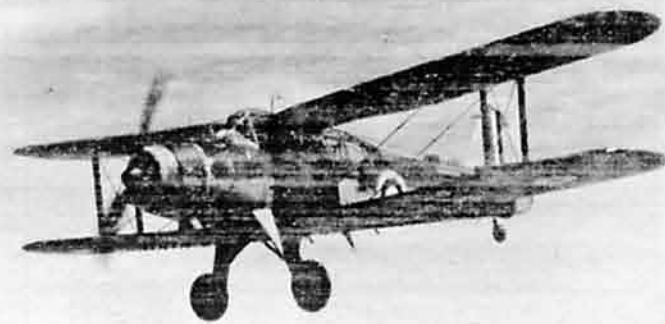
TRADITIONAL STRONG ENGLISH BITTER

**Specially
brewed for
seafarers**



A Whitbread beer

AIRCRAFT OF 289 SQUADRON, 1940-1977



Aircraft flown by 829 Squadron since 1940 — left to right, Albacore, Swordfish with Wasp, Barracuda II and III.

A SWARM OF WASPS!

Once a Second World War torpedo - reconnaissance - bombing unit, now parent to the Royal Navy's small ships' flights, 829 Naval Air Squadron is today the largest squadron in the Fleet Air Arm, with 46 Wasp helicopters under its wing.

The squadron's creditable history started in 1940 and during the Second World War years it was equipped variously with Fairey Albacore, Swordfish and finally Fairey Barracuda aircraft.

Before disbanding in 1944, the squadron collected battle honours for Matapan and Mediterranean (1941), Diego Suarez (1942) and the attack on the Tirpitz in 1944.

On re-forming in 1964 the squadron was equipped with Wasp HAS Mk 1 and Wessex helicopters to develop the medium-range anti-submarine torpedo-carrying role.

The Wessex later left to become part of 737 Squadron, but 829



Squadron motto: Non effugient (You shall not evade).

Squadron continued to grow in strength almost every time a new frigate joined the Royal Navy. There are now 40 small ships'

flights operating from as far afield as Northern Norway and the Antarctic, the West Indies and the Indian Ocean.

The combined strength of 829 Squadron at over 400 officers and ratings, is roughly equal to that of a County class guided missile destroyer.

Since the Wasp entered service in 1964 the Royal Navy has developed the use of the helicopter at sea on frigates and destroyers and now leads the world.

Wasps now operate from nearly all the Leander, Tribal, Rothesay and Type 21 frigates of the Royal Navy and there are also flights on the Hecla class ocean survey ships and the ice patrol ship, H.M.S. Endurance.

With the formation in September 1976 of the Intensive Flying Trials Unit for the Lynx helicopter, the embarkation of the first Lynx flight in H.M.S. Birmingham is not far off. The radar-fitted, twin-engined Lynx will take the

place of the Wasp at sea and bring greater versatility to small-ship aviation.

After 13 years of operations there is a great deal of expertise within the squadron, but each new

day brings a new idea and another lesson. While helicopters continue to fly from the decks of our frigates and destroyers, 829 Squadron will remain the hub of the small ships' flight world.

FACTS

Number of ship's flights: 40 (including survey and H.M.S. Endurance flights).

Total number of aircraft: 46 (flights, 41, H.Q. 5).

Personnel: Flights, 49 officers, 279 ratings; H.Q., nine officers, 106 ratings.

DON'T LEAVE THE COUNTRY EMPTY HANDED.



Beta HPE (High Performance Estate) 1600, 2000 (illustrated).



Beta Spyder 1600, 2000 (illustrated).



Beta Coupé 1500, 1600, 2000 (illustrated).



Beta Monte-Carlo 2000.



Beta Saloon 1500, 1600, 2000, 2000 ES (illustrated).

If you're being posted overseas, you're probably already thinking of taking a car with you. Your biggest problem is likely to be which car to take. We'd like to help you decide.

Most manufacturers can arrange for you to export one of their cars free of UK car tax.

But only Lancia can provide you with all the prestige and excitement of the Most Italian Car.

You can make large savings on every model in our range. So much so that the car you thought was outside your price bracket is, in fact, well inside.

On top of this, we'll help you arrange all the documentation. Advise you about any special regulations and specifications required in the country you are going to. Help you with insurance and credit, through NAAFI. Arrange shipping. In short, take care of everything.

Why not return the coupon to our Forces Sales Manager, or phone him on 01-998 2992?

He'll make sure you leave the country with the best car you can lay your hands on.

To: Forces Sales Manager, Lancia (England) Limited, Alperton, Middlesex HA0 1HE. Telephone: 01-998 2992.
Please send me information on the following range(s):
HPE ☐ Monte-Carlo ☐ Saloon ☐ Coupé ☐ Spyder ☐
The car's destination (Country) _____

Name _____

Address _____

Tel _____

NN 02

LANCIA

The most Italian car.



Wasps' nest: 829 Squadron hangar with flights disembarked for leave.

... And this is the 'nest'

Although an important and integral part of its parent ship, each flight needs to disembark from time to time to carry out any major aircraft maintenance that cannot be done in the cramped facilities on board.

Pilots and aircrewmembers also need to carry out necessary "continuation training" helped by the Squadron's headquarters staff.

A "well-oiled" organization exists within 829 Squadron to help flights maintain individual maximum operational effectiveness. With the aid of many chinagraph boards, logs and books, a parenting staff monitor the well-being of the embarked flights, providing assistance "at the drop of a hat."

A visiting air engineer officer keeps a friendly watch

by making regular calls on flights at sea, and as each member of the flight is virtually indispensable, 829 Squadron maintains an Emergency Flight Pool of ratings to fill any gaps caused by sickness or injury — men at short notice to join any flight, anywhere.

When disembarked at R.N. air station Portland, the flights maintain their individual identity but benefit from the base facilities of the squadron and the air station. Another part of the headquarters staff helps with engineering and training tasks, providing extra manpower if needed.

The squadron is commanded by Lieut.-Cdr. Derek Scott, who is relieved on December 16 by Lieut.-Cdr. Anthony Horton.

Culdrose's new addition . . . the Blanik

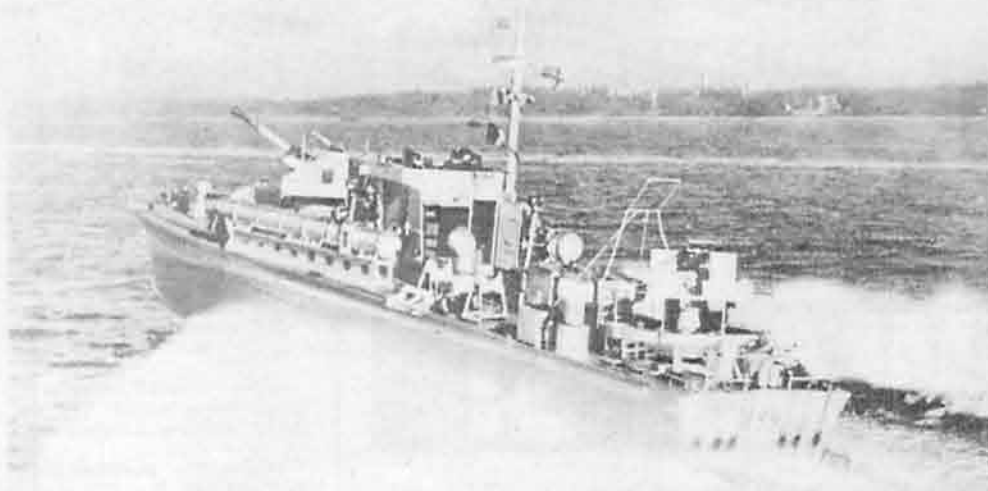


MECH Keith Larcombe (front) of H.M.S. Charybdis, looks over the controls of Culdrose Gliding Club's new two-seater glider, the Blanik. Keeping an eye on his pupil is club instructor LREM Gerry Martin, of 824 Naval Air Squadron.

The Blanik brings the club's "fleet" to three training aircraft and two single-seaters. Its acquisition was made possible by the Sailors' Fund and the Fleet Amenities Fund.

The club regularly entertains ratings from H.M.S. Fisgard, H.M.S. Raleigh and ships based at Plymouth. Gliding courses are arranged during summer leave. Inquiries should be made to the secretary, Culdrose Gliding Club, R.N. air station Culdrose, Helston, Cornwall (telephone Helston 4121 extension 2415).

FAST ATTACK CRAFT



The Evolution of Design and Tactics

Keiren Phelan and Martin Brice

One of the most dramatic stories in the naval history of Western Europe and America was the evolution and use of fast fighting boats. From the earliest steam launches to advanced hydrofoil designs, this original and authoritative study provides a timely re-evaluation of these highly effective craft. Lavishly illustrated with photographs and detailed line drawings.

224 pp 10" x 8" £8.50

Macdonald & Jane's,
8 Shepherdess Walk, London N.1.

Atlantic evidence

Can anything new be written about the U-boat war of 1939-45? The author himself poses the question in a preface to "The Critical Convoy Battles of March 1943," by German historian Jurgen Rohwer, published by Ian Allan (price £5.95).

He answers himself by pointing out that the recent release of war documents enables the Battle of the Atlantic to be reconstructed far more precisely than was hitherto possible, showing the interplay of forces on both sides in the sphere of operational command, including radio control and intelligence.

Dr. Rohwer offers his learned work in the manner of evidence to a court of inquiry, rather than as an account based on his research. For this reason it is more likely to be appreciated by other researchers, students of the subject, and professional readers.

With a wealth of official detail from both sides, the author delves deeply into all aspects of the Atlantic war in the spring of 1943, when the U-boats appeared on the brink of giving Germany the victory. Within eight weeks, the position was completely reversed.

Main attention is focussed on the convoys HX229 and SC122 — the latter perhaps the biggest convoy battle of the Second World War.

INTELLIGENCE

The book is of special interest regarding intelligence, in view of the latest works on the "Ultra" secret, and revelations about British counter-espionage.

One of these "secrets"

books is also reviewed on this page. It is notable that while the British author, Ewen Montagu, is undeniably cocky about the achievements with which he was associated, Dr. Rohwer from the enemy side is more restrained.

Perhaps this is natural. Nevertheless, the Germans didn't do all that badly, on the naval side, in code-cracking and intelligence though they failed to appreciate that the U-boats' excessive use of radio was leading to their undoing.

Because of the latest code-cracking books, Dr. Rohwer has had to amend his work, but his view is that much research has yet to be done to establish

the timing of message interception to operational application. Eventually he suggests, "proper conclusions may be drawn. A summary judgement here (in his book) would be quite out of place."

In fact, after every thread has been minutely examined, it will never be possible, even for the participants themselves, to turn their minds back, and evaluate the "instinct" which they gained from daily association with enemy reporting traffic. It was this instinct which played a vital part in the Royal Navy's U-boat tracking activities and which may well have evolved into the very essence of it.

THE CRITICAL CONVOY BATTLES of March 1943

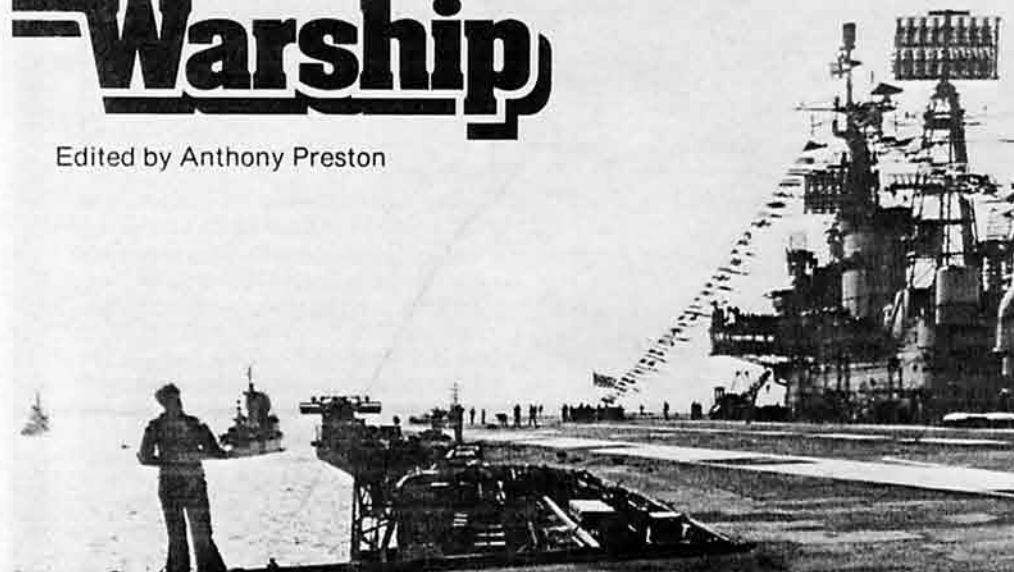
Jurgen Rohwer



A QUALITY JOURNAL FOR THE NAVAL ENTHUSIAST

Warship

Edited by Anthony Preston



WARSHIP is a new quarterly journal devoted to the design, development and service history of combat ships. The scope is international, the contributors are well-known authorities, and all articles are fully supported by plans, tables and many photos. Subjects so far covered range from the Lexington [CV-2] to the Kiev, from Italian battleships to 'Flower' class corvettes, and from British destroyer appearance details to German battleship armour schemes.

SAMPLE COPY

Please send me a sample copy at £2.25 (which includes postage) or a full annual subscription at £9.00. Post this coupon with your cheque or money order to:

Conway Maritime Press Ltd
2 Nelson Road
London SE10 9JB

NAME

ADDRESS.....

ABOUT BOOKS

BEYOND

TOP SECRET U.

Letting out the secrets

In the Second World War a lieutenant-commander (and R.N.V.R. at that) found himself holding the top secrets and planning on both sides. Such was the dizzy height at which he worked that the Second Sea Lord, no less, had to be told that details were "far too secret for him to know about." This was unfortunate, because the Top Brass in question had before him a recommendation for the officer's promotion. The reaction was predictable, ensuring that the two-and-a-half would for ever remain so, "even if he was Nelson himself."

Some of the officer's story has already been revealed, but now this cloak-and-dagger king has been allowed to give the whole account of "his war" — and incredible it is.

Ewen Montague, barrister, war-time officer, and later Judge Advocate of the Fleet, is already famous for "The Man Who Never Was," but that incident is only part of the web of double-cross espionage woven by British Intelligence to confound Nazi Germany.

Now he has written "Beyond Top Secret U." in which he gives the lie to allegations about the consequences of the deliberate "leaking" of true information to the enemy. For instance, it has been said that terrible Royal Air Force losses in a raid on Nuremberg were due to the Germans being forewarned. "This is completely untrue," says the author, "and would never have been given a moment's consideration by the Double-Cross Committee."

CRACKED CODES

All the same, other books have disclosed that convoys were sometimes allowed to "take their chance" against U-boats, because re-routing

might have let the Germans to discover that their codes had been cracked.

Mr. Montagu mentions that when an operation was being planned, say on Dieppe, the enemy could be misled into believing that Norway was the target. But how could he be sure that the enemy warning would not go out along the whole Atlantic Wall, and bring attackers into a hornet's nest?

Well, the evidence suggests that nothing of the kind ever happened and that on the most important of all occasions, the D-Day invasion, the Allied Chiefs of Staff concluded that double agents had been successful in keeping German forces tied up in the Calais area, when the onslaught was in Normandy.

The author has a poor opinion of the German spy efforts. Undoubtedly, on the British side, the undercover operators enjoyed an astonishing freedom and access to military information, but they also succeeded in getting together men with a flair amounting to genius for the devious work in which they were engaged.

FRIGHTENING GAME

In feeding our real facts in order to bolster the enemy's double-cross agents here, it is difficult to accept the infallibility that nothing vital was ever given away. In this frightening game of playing with men's lives, however, the case is overwhelming that, overall, the British astuteness contributed to the Allied cause to an extent which is only matched by the astonishing failure of the enemy to twig that something was very wrong.

"Beyond Top Secret U." is published by Peter Davies (price £3.90).

Smile, it's the Bodger!

When The Bodger returned to the Royal Naval College, Dartmouth, as commanding officer, he heard the familiar sound of the GI with his squad of officers under training. "Keep those smiles awf of yore faces. Yore not 'ere to be amused. Yore 'ere to learn 'ow to be naval awficers and naval awficers are never amused."

The patter went on, "They've given me the cream of England all right. All the clots! The rich and the thick. . ."

To learn more about Captain Robert Bollinger Badger, D.S.C., R.N., one must pick up "Good Enough for Nelson," by John Winton, and there is a giggle a minute until this noble work is put down again.

The author's style is delightfully lighthearted in a whimsical and Punch-like way, with an authenticity suggesting that many a craggy jowl will soften into something approaching a smile at the undeniable truth beneath the jest.

This book, published by Michael Joseph (price £4.50) is strongly recommended as an antidote to The Russian Menace, Task Books or Promotion Zones.

The girls will like it too.

John Winton GOOD ENOUGH FOR NELSON



In brief

"Mr. Fitton's Commission," by Showell Styles, published by Faber and Faber (price £3.95) is another of the exploits of a lieutenant during the naval war against Napoleon. According to the author, the tale is founded on fact, being based on records of the vessels concerned. Mr. Styles's knowledge of small-ship handling brings authenticity to his imaginative reconstruction.

"Gurney's Revenge," by Sam Llewellyn, published by Arlington Books (price £3.50) is boldly proclaimed as "the first volume in a trilogy whose hero is bound for the great ranks of Ramage and Hornblower." George le Fanu Gurney, a young dare-devil lieutenant, is (we read) "set for fame and fortune and to win the hand of the lovely Lady Arabella," when the baddies frame him as a cheat at the gaming tables. Read on.

"Navy on Review 77", describing the Silver Jubilee Review at Spithead, has been compiled by the World Ship Society. It is the kind of booklet which, in ten years time, enthusiasts will wish they had bought. It has been conceived not as a souvenir, but as a definite pictorial record of the ships which were present. Copies are available by post from The World Ship Society, 64 Kimberley Road, West Croydon, Surrey, CR0 2PU (price £1.50 including postage).

ABOUT BOOKS

THE FULL STORY OF H.M.S. DRYAD



The art of navigation — "one of the most certain irrefragable proofs of the amazing powers of human understanding" — brought into being H.M.S. Dryad, the Royal Navy's School of Navigation, which now occupies what was once a country mansion, complete with piggeries.

What, you may well ask yourself, have pigs to do with navigation? The answer is that these animals were used by early Portuguese mariners as a supplement to those amazing human powers. . . When the master of a Portuguese ship estimated he was about to make a landfall, pigs were released from their pen. So keen was their scent for land that they would rush to the ship's side ecstatically, long before those on board could see the land!

The story of how H.M.S. Dryad progressed from a building in Portsmouth dockyard (the name came from an allocated seagoing tender) and progressed via technical development, bombs, and war to a country mansion at Southwick, is told in a book written by Vice-Admiral B. B. Schofield, and published by Kenneth Mason (price £5.95).

Although the account is essentially the story of the training of navigators from 1900 to 1977, the introduction of radar and the development of Action Information led to the amalgamation of the Navigation and Fighter Direction branches, and thus to the formation of the School of Maritime Operations.

When German bombing drove the Navigation School to Southwick House, early in the war, the piggeries at the mansion may have done nothing for the modern navigators' art, but no doubt they did well for the stomachs.

Admiral Schofield's work is a miscellany of bits and pieces, strung happily together in continuity, and full of anecdote and humour.

It must be of absorbing interest to the masters of chart and rule — and to anyone else in the Service who ever wondered how his ship successfully traversed from A to B.



'Classy Chassy'

By Ian Logan & Henry Neild.

Originated and published in England by Mathews Miller Dunbar Ltd, London. A book devoted to the flying pin-ups of the US Air Force from W.W.II, up to Vietnam.

From all book shops.

Mail order from Ian Logan Associates Ltd 33 Shelton Street London WC2.

Hard back

£3.95 plus 30p P & P

Soft back

£2.95 plus 30p P & P

BOOKS in print

We pride ourselves on the prompt supply of books to overseas residents. Books with UK availability mailed anywhere in the world. May we handle your lists and enquiries? Quick and personal service.

Simmonds Bookshop
Union St., Andover,
Hants. Tel. 3012

G. L. GREEN

NAVAL BOOKSELLER
104 PITSHANGER LANE
EALING

LONDON 10X

TEL. 01-997-6454

(Ansaphone)

SHOP OPEN WEDNESDAYS
TO SATURDAYS
(9.30-5.30)

Regular lists of all types of new and second-hand Naval Books. Also Post Cards

With a bird in every port . . .

SAILOR A Pictorial History



Life aboard the world's fighting ships 1840-1976

Dr. Alan McGowan

The Gentle Trap. She knows that she is not going to get away . . . and he knows that she knows that she is not going to get away. This simple picture (below) of a situation much older than navies, is from "Sailor — A Pictorial History," by Alan McGowan, published by Macdonald and Jane's (price £6.50).

Mr. McGowan, who has a doctorate in history and is head of the Department of Ships at the National Maritime Museum, has compiled a fascinating collection of illustrations showing life aboard the world's fighting ships from the beginnings of photography to the present day.

Below, left, is a shot which is much more historic than it appears. For the first time for more than 100 years, wives and families sailed



with their menfolk aboard a British warship in July 1956. The vessel was the cruiser H.M.S. Tyne and the reason was to encourage family interest in the Navy. During the voyage from Southampton to Portsmouth, the visitors had an opportunity to see something of life afloat.

The photograph shows a smartly turned out electrician and his wife. Notice her gloves?

The third example from the book is captioned as follows — "Everybody's picture of a sailor home from the sea: kitbag on his shoulder, exotic presents for wife or mother in hand, a smile on his face, and a jaunty step." It also supports the impression given by the other two pictures that a sailor always gets his bird!



links Christians in the Navy throughout the World

1st Floor Office, Above the Bus Station

SOUTH ST., GOSPORT

PO12 1ES

Tel. GOSPORT 83878

LOUGHBOROUGH GRAMMAR SCHOOL

(HMC Direct Grant going Independent)

EXAMINATION FOR ADMISSION for fee-paying places for September, 1978, for boarders aged 11+ and 13+ will be held in February, 1978.

Prospectus available from Headmaster's Secretary at the School: Burton Walks, Loughborough, Leics. Tel. 0509 214669

WHY TONY GOT INTO —HIS OWN PICTURE!

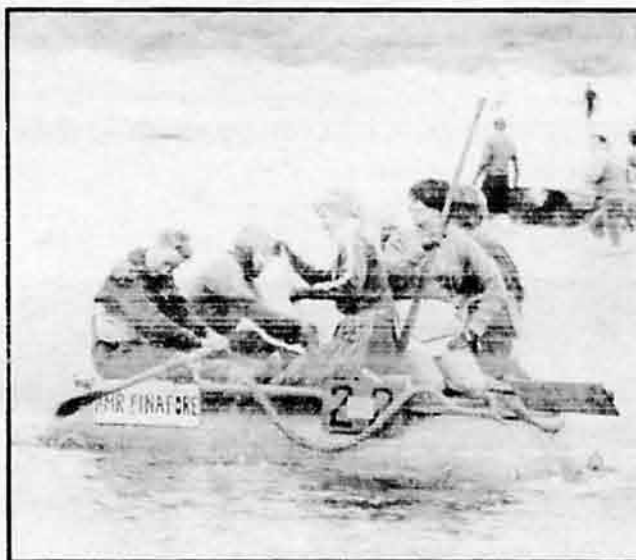


When a photographer appears in his own picture you can be sure there's more to it than meets the eye. CPO(Phot) Tony Wilson, on the staff of Flag Officer Portsmouth, is normally not on view, but as winner of a major award in the Institute of Incorporated Photographers (southern region) print competition (Press and Public Relations category), the camera insisted on taking his picture. It shows Tony partly concealed by his two winning entries: right, Lionel Blair and actress Diana Keene on board H.M.S. Victory; and (left) OEM Alf Symonds, from the minesweeper H.M.S. Laleston, with hats he collected and auctioned to raise money for handicapped children. PO(Phot) Roger Carver, of the Royal Naval School of Advanced Photography, H.M.S. Excellent, also won an award in the "Wedding" category of this competition.

Lossie lassies' pinny power

In the fine tradition of Annie Oakley — "anything you can do, we can do" — a team of 849 Naval Air Squadron wives in the northernmost corner of Naval Air Command, entered the great River Lossie raft race and soundly defeated 21 all-male teams.

The fact that they came third is neither here nor there. The race, in aid of a local charity, attracted entries from 202 Squadron Search and Rescue, 8 Squadron Shackletons, 226 Squadron Jaguar Operational Conversion Unit, and 849 Squadron — and Home Made Raft Pinafore cleverly disguised as three Gannet fuel tanks, entered by the team of wives. Some credit for Pinafore's success must go to 849 Safety Equipment team, who damaged their own finishing position by "taking out" the opposition at the start of the race.



Home Made Raft Pinafore, manned by (left to right) Mrs. Tessa Hill (captain), wife of Lieut. Hugh Hill, Pilot 849 Sqn.; Mrs. Ina Lamb, wife of Lieut.-Cdr. J. Lamb, senior pilot; Mrs. Sheila Gallagher, wife of Lieut. Jim Gallagher, Unit Staff Officer; Mrs. Penny Covington, wife of Lieut. Bill Covington, pilot 849 B Flight; and Mrs. Josephine Slade, wife of Lieut. Hugh Slade, pilot 849 Headquarters Sqn.

Press 'gang' in Ambuscade

A group of 13 Mirror Group trainee journalists spent an afternoon on board the Type 21 frigate H.M.S. Ambuscade in Devonport Dockyard. They are on a two-year course based in Plymouth and the idea of the visit was to give them an insight into life on board a modern warship.

Lover's watch for museum

One of the latest acquisitions of Portsmouth Royal Naval Museum is a gold watch which was presented to a young lady in 1902 "in remembrance of your late lover." The sailor died when a 32-pounder in H.M.S. Victory backfired during a gun salute in honour of the Shah of Persia. Two naval campaign medals awarded during Queen Victoria's reign have also been presented to the museum.

Kirkliston en garde

There was close co-operation between the Royal Navy mine countermeasures vessel H.M.S. Kirkliston and her French opposite number, F.N.S. Capricorne, when the ships acted as guardships for the four-day Cowes to Dinard yacht race.

DAME AGNES WESTON'S ROYAL SAILORS' RESTS WANT A REST?

Find one at—

Plymouth — Albert Road, Devonport. Tel. 51481
and a homely welcome at—

Portland — Kings' Arms Centre,
Chiswell — Tel. 821446

Faslane — Gullybridge House, Shandon.
Tel. RHU 207

Portsmouth — Camden Centre, Queen Street.
Tel. 831351

Gosport — Rowner Centre, Grange Lane.
Tel. 82509

Yeovilton — Northover Cottage, Ilchester.
Tel. 854

MEALS — RECREATION — REST ROOMS
Call in when you're next ashore



Secret of their success

The Sailors' and Families' Advice Bureau, established for the Royal Navy earlier this year, continue to provide the answers to a wide variety of enquiries.

Pictured left is the bureau at Rosyth, where Chief "Duke" Wellington and PO Freddy Fox, of the SAFAB Staff, and Second Officer Ailie Page, are convinced that one of the most important aspects of the work is the secretary. SAFABS give a personal but confidential service — no names need be given.

WELL, IT'S NOT A HOLIDAY CAMP . . .



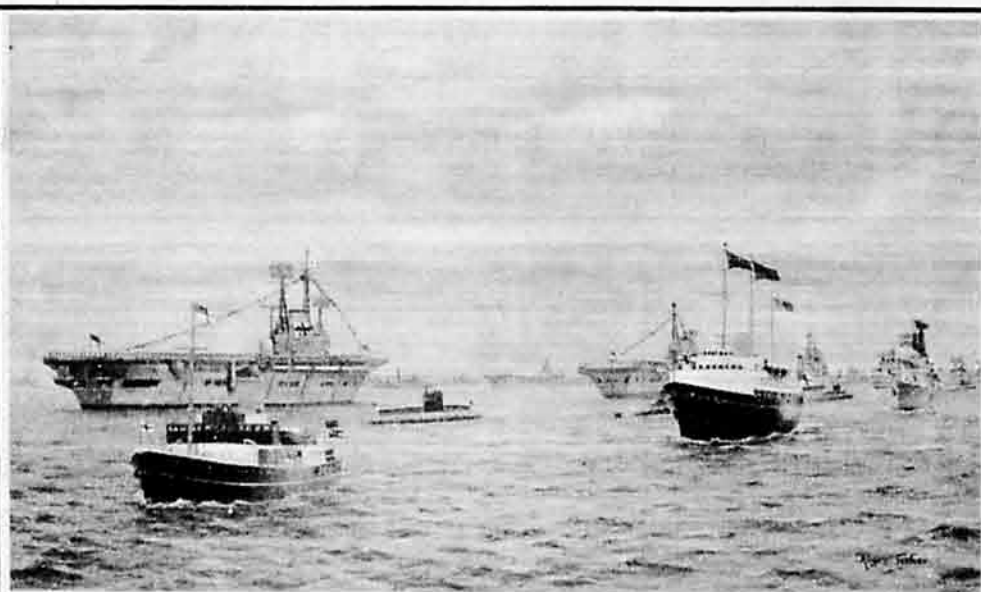
Television viewers learned something of life at B.R.N.C. Dartmouth from a programme called "Officer Class" shown in October as part of the B.B.C.'s "Summer of 77" series.

It is another question how they took the provocative story in the introduction about an officer who, asked about his experiences in a Japanese prisoner-of-war camp, said it was not so bad compared with Dartmouth!

The programme went on to depict many aspects of life at B.R.N.C. today, including the training of W.R.N.S. officers.

Now there is another new entry of officers under training at the college. Many readers will recognize the scene (left) as they arrive by River Dart ferry after travelling from Paignton to Britannia Halt on the Dart Valley Steam Railway.

Photo: Charles Risk, B.R.N.C.



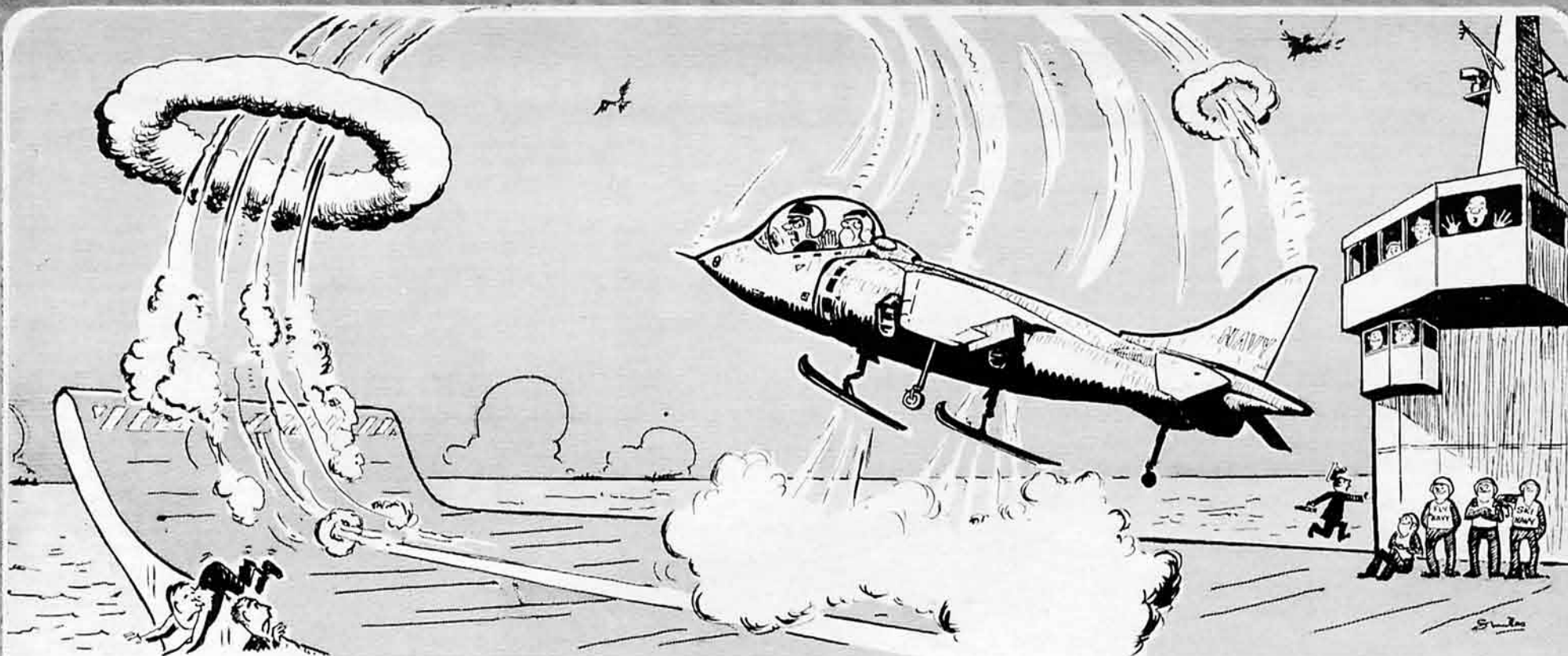
Full colour print of oil painting of "The Silver Jubilee Fleet Review"

Size approx. 24in. x 18in. unframed, in tube.

Price inclusive of postage £1.00.

Available from:

Manager, Souvenir Shop, HMS Victory, Portsmouth, Hants.



Ski-whizz! That was a short flight!

NEWSVIEW

Cold realities of the Deep

Any lingering doubts among the television-renting populace about the deadly intent behind underwater activities as practised today must have been dealt a chilling blow by the Panorama programme "The Deep Cold War."

To those who might have forgotten (or never choose to remember) the lessons of two world wars, the submarine loomed large and sinister on the small screen as prime menace to the sea-borne supplies and reinforcements on which survival of Allied armies in Europe would depend in a future war.

More than a hint of the cold realities of life down under came through, along with the official thinking, a measure of the good old stiff upper lip, and some inescapable jargon like "cat and mouse games."

And there were intriguing references — inevitably unspecified — to developments such as seabed listening devices to help trace submarine routes.

Gave a jolt

In many ways submarines have to remain the most Silent part of the Service, but this programme presented graphic glimpses of the sophisticated deployment of potentially opposing forces both below and above the waves.

If the tracking of units of the already huge — and still expanding — Soviet submarine fleet by NATO surveillance techniques was itself gripping, then there was an almost space-fiction quality about the sight of someone, somewhere pressing a button to bring to a screen instantly a map with latest positions of Soviet submarines charted in.

As one commentator said later, it was all enough to frighten him. And that, as a jolt to complacency and when done as objectively as it was here, can be no bad thing.

New missile

Meanwhile, in the continuing story of submarine weaponry comes progress news of the missile due to enter Royal Navy service in the early 1980s to provide the main anti-surface ship armament of our nuclear-powered submarine fleet.

An agreement has been reached with the U.S. Government which will mean that development of the Sub-Harpoon missile (a variant of the U.S. Navy's Harpoon) will now proceed for the Royal Navy. Preparatory work has been under way since the beginning of last year.

One man's view of training and discipline

— a letter from
COEMN R. Broniman,
of H.M.S. Devonshire

I feel that the subject of continuation training, so long restricted to messes and private discussion, should be brought into the open.

When I joined the Navy (I can hear the groans already) I did a year of training, which included academic studies as well as naval training. I then spent a further three months at an adult establishment on specialization. When I finally went to sea I think I was a useful member of the ship's company.

While under training we weren't given time to get bored, our time from 0530 to 1830 being filled with instructions, sport, etc. We were taught the basics of everything, down to how to wash our clothes and ourselves, how to sew, darn and iron.

Today all that has gone, some for the good and some not. The real problem being found in ships concerns the basic

shore training for the job at sea and is reflected right across the board, including among artificers. Ships are stretched and so are ships' companies, but never before have the senior, senior ratings been so hard pushed, at least not in my time. One can be a good administrator, instructor or maintainer. Who can be all three?

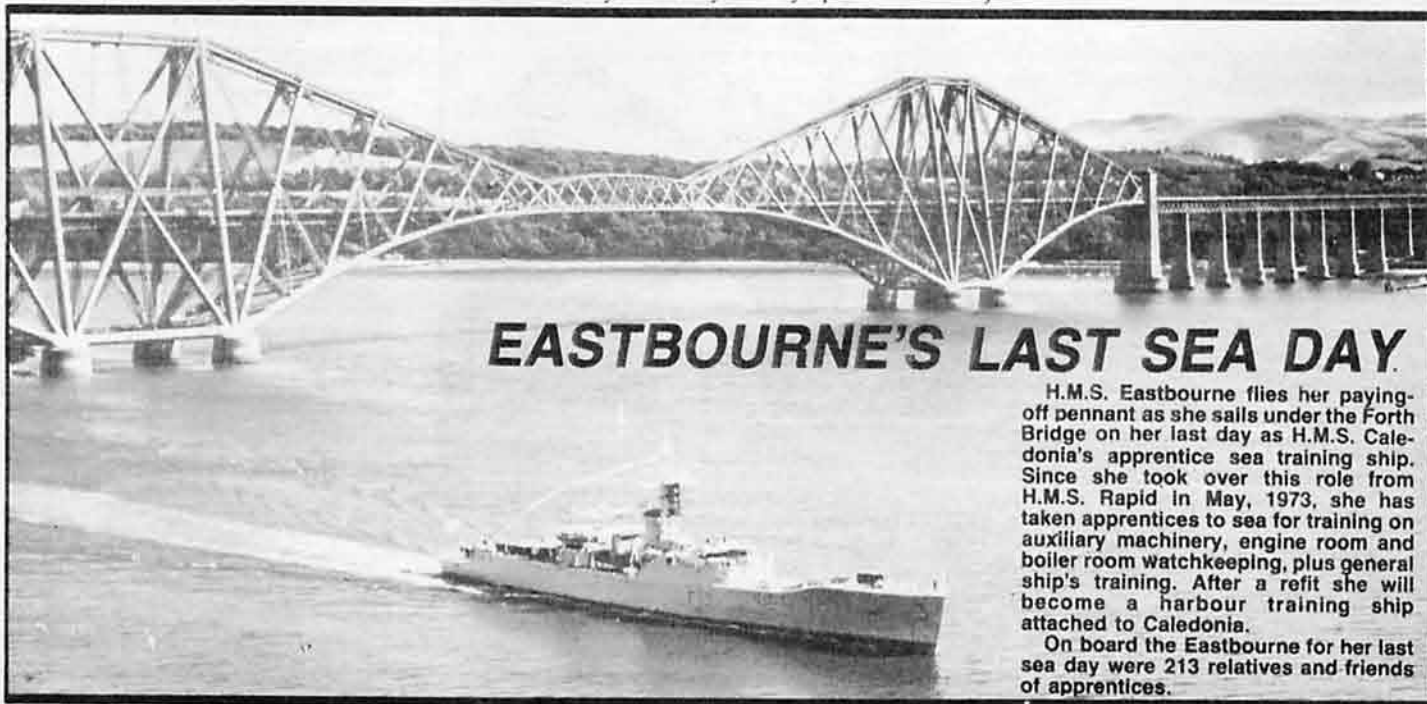
Juniors are joining to fill able rates' billets in all branches, but they do not have the basic training to carry out some of the most simple tasks, where time is of the essence and someone higher up is pushing someone lower down to get the job done.

At one time we had two carriers set aside as training ships — the Ocean and the Theseus — for adult entry ratings to continue their training. If it is now felt that long periods of training ashore are not good, then I believe that the Bulwark should be used in the training role. She would always be ready for any operational

requirement, while providing a floating classroom.

If, due to cost, this is not practical, then shore training must be extended. It must be intensified to include far more practical work. Throw out the tape recorders and self-teach methods which do not work. This has been proved in general education. There is no substitute for the instructor, hard graft and practical work. Also required are proper exams, not the "cross out the two answers that are wrong" type of thing.

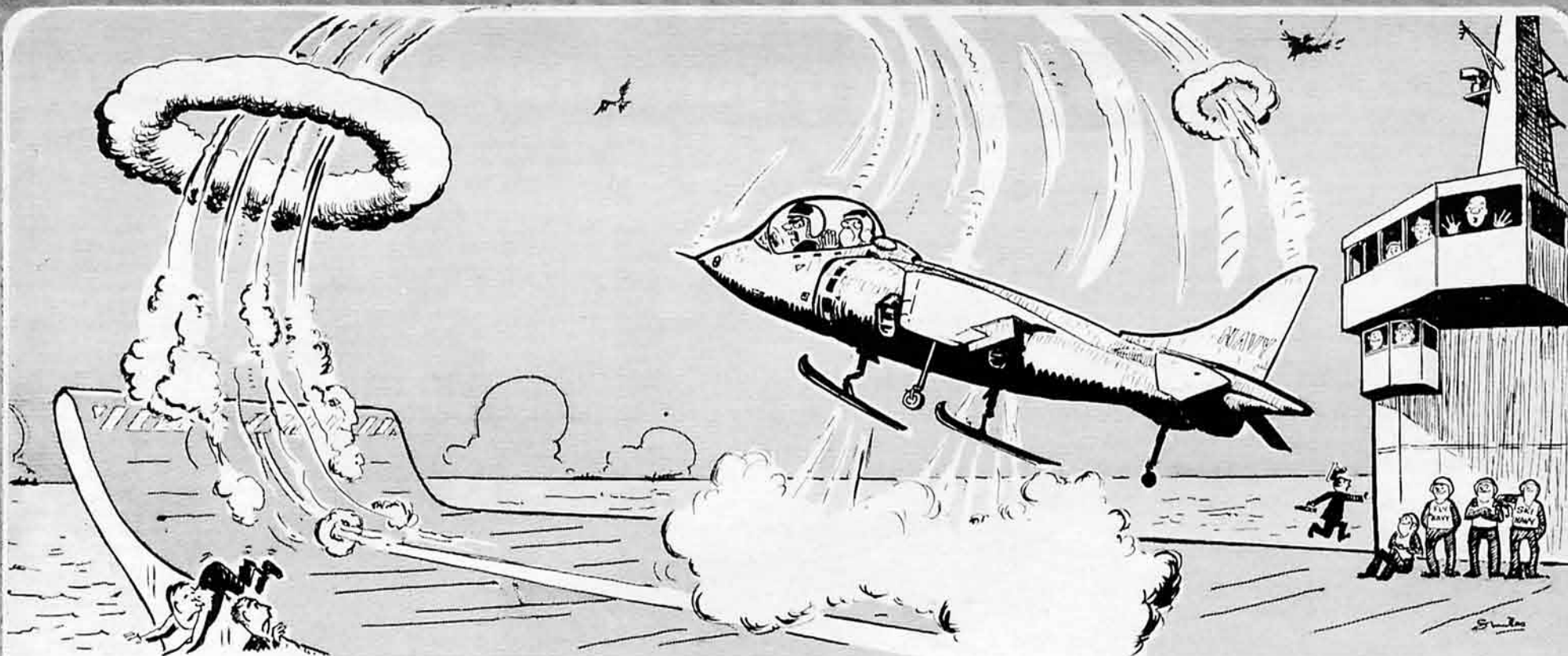
Finally, one of the main complaints by trainees is the lack of discipline. They expect to be disciplined and for the general good they should be. Off with the kid gloves — the Service can do without those who don't like it. Bring back the wearing of uniform during training and for ship visits. After all it's what most of them joined for.



EASTBOURNE'S LAST SEA DAY

H.M.S. Eastbourne flies her paying-off pennant as she sails under the Forth Bridge on her last day as H.M.S. Caledonia's apprentice sea training ship. Since she took over this role from H.M.S. Rapid in May, 1973, she has taken apprentices to sea for training on auxiliary machinery, engine room and boiler room watchkeeping, plus general ship's training. After a refit she will become a harbour training ship attached to Caledonia.

On board the Eastbourne for her last sea day were 213 relatives and friends of apprentices.



Ski-whizz! That was a short flight!

NEWSVIEW

Cold realities of the Deep

Any lingering doubts among the television-renting populace about the deadly intent behind underwater activities as practised today must have been dealt a chilling blow by the Panorama programme "The Deep Cold War."

To those who might have forgotten (or never choose to remember) the lessons of two world wars, the submarine loomed large and sinister on the small screen as prime menace to the sea-borne supplies and reinforcements on which survival of Allied armies in Europe would depend in a future war.

More than a hint of the cold realities of life down under came through, along with the official thinking, a measure of the good old stiff upper lip, and some inescapable jargon like "cat and mouse games."

And there were intriguing references — inevitably unspecified — to developments such as seabed listening devices to help trace submarine routes.

Gave a jolt

In many ways submarines have to remain the most Silent part of the Service, but this programme presented graphic glimpses of the sophisticated deployment of potentially opposing forces both below and above the waves.

If the tracking of units of the already huge — and still expanding — Soviet submarine fleet by NATO surveillance techniques was itself gripping, then there was an almost space-fiction quality about the sight of someone, somewhere pressing a button to bring to a screen instantly a map with latest positions of Soviet submarines charted in.

As one commentator said later, it was all enough to frighten him. And that, as a jolt to complacency and when done as objectively as it was here, can be no bad thing.

New missile

Meanwhile, in the continuing story of submarine weaponry comes progress news of the missile due to enter Royal Navy service in the early 1980s to provide the main anti-surface ship armament of our nuclear-powered submarine fleet.

An agreement has been reached with the U.S. Government which will mean that development of the Sub-Harpoon missile (a variant of the U.S. Navy's Harpoon) will now proceed for the Royal Navy. Preparatory work has been under way since the beginning of last year.

One man's view of training and discipline

— a letter from
COEMN R. Broniman,
of H.M.S. Devonshire

I feel that the subject of continuation training, so long restricted to messes and private discussion, should be brought into the open.

When I joined the Navy (I can hear the groans already) I did a year of training, which included academic studies as well as naval training. I then spent a further three months at an adult establishment on specialization. When I finally went to sea I think I was a useful member of the ship's company.

While under training we weren't given time to get bored, our time from 0530 to 1830 being filled with instructions, sport, etc. We were taught the basics of everything, down to how to wash our clothes and ourselves, how to sew, darn and iron.

Today all that has gone, some for the good and some not. The real problem being found in ships concerns the basic

shore training for the job at sea and is reflected right across the board, including among artificers. Ships are stretched and so are ships' companies, but never before have the senior, senior ratings been so hard pushed, at least not in my time. One can be a good administrator, instructor or maintainer. Who can be all three?

Juniors are joining to fill able rates' billets in all branches, but they do not have the basic training to carry out some of the most simple tasks, where time is of the essence and someone higher up is pushing someone lower down to get the job done.

At one time we had two carriers set aside as training ships — the Ocean and the Theseus — for adult entry ratings to continue their training. If it is now felt that long periods of training ashore are not good, then I believe that the Bulwark should be used in the training role. She would always be ready for any operational

requirement, while providing a floating classroom.

If, due to cost, this is not practical, then shore training must be extended. It must be intensified to include far more practical work. Throw out the tape recorders and self-teach methods which do not work. This has been proved in general education. There is no substitute for the instructor, hard graft and practical work. Also required are proper exams, not the "cross out the two answers that are wrong" type of thing.

Finally, one of the main complaints by trainees is the lack of discipline. They expect to be disciplined and for the general good they should be. Off with the kid gloves — the Service can do without those who don't like it. Bring back the wearing of uniform during training and for ship visits. After all it's what most of them joined for.



EASTBOURNE'S LAST SEA DAY

H.M.S. Eastbourne flies her paying-off pennant as she sails under the Forth Bridge on her last day as H.M.S. Caledonia's apprentice sea training ship. Since she took over this role from H.M.S. Rapid in May, 1973, she has taken apprentices to sea for training on auxiliary machinery, engine room and boiler room watchkeeping, plus general ship's training. After a refit she will become a harbour training ship attached to Caledonia.

On board the Eastbourne for her last sea day were 213 relatives and friends of apprentices.

HAMBURGERS AND SOCCER FOR ARK

Elbe room



H.M.S. Ark Royal alongside a container terminal at Hamburg, on the River Elbe.

On her first foreign visit of 1977, H.M.S. Ark Royal sailed up the River Elbe to Hamburg, where she arrived alongside her berth at a modern container terminal to be greeted by a German youth band playing in the darkness.

Although heavy rain fell throughout the visit early last month, it did not deter either the ship's company or the Hamburgers from getting about and enjoying themselves — and 10,600 Germans braved the weather to visit the ship.

Members of the ship's company enjoyed the German hospitality in many different ways; some made a four-day visit to Berlin, others took the opportunity to see Hamburg on the various free tours available and many saw Kevin Keegan and Co. in the soccer match between Hamburg and Bayern Munich.

Before the Hamburg visit, during the Ark's post-refit work-up in the Moray Firth area, Cdr. the Prince of Wales visited the ship, arriving in style in the observer's seat of an 809 Squadron Buccaneer piloted by the squadron commanding officer, Lieut.-Cdr. Tony Morton.

Operations

The main purpose of his visit was to gain practical experience of fixed-wing carrier operations and during the four hours he spent on board he met many members of the ship's company and watched flying operations from the flying control position with another Very Important Visitor — the First Sea Lord, Admiral Sir Terence Lewin.

After the normal briefing, the Prince of Wales manned his aircraft and was launched from the waist catapult, landing later at R.A.F. Lossiemouth.

Two days later Dr. John Gil-

bert, Minister of State for Defence, was also launched in a Buccaneer, returning to the ship after a training sortie. He arrived and left in a Sea King of 824 Squadron.

Members of the NATO Defence Committee from various countries visited the ship on another day by Sea King helicopters.



Prince in the hot seat

In the observer's seat of a Buccaneer before his first catapult-launch from the deck of the Ark Royal, Cdr. the Prince of Wales is assisted by Lieut.-Cdr. Ken Mackenzie, executive officer of 809 Squadron.

Left: Part of 809 Squadron support team at R.A.F. Honington before Cdr. the Prince of Wales' Buccaneer flight. With the Prince are (left to right) Cdr. A. M. D. de Labilliere (senior naval officer), Lieut.-Cdr. K. E. P. Donnelly (air engineering officer), REM(A) R. A. Knights, CEA(AW) C. S. Odart, POEL(AW) A. D. Draper, AA1 M. J. Cruise, ELMN2 J. Adam, EM(A) G. M. Rooke, POEL(AW) B. H. Mellis, EM(AW) M.P. Ross, and LAM(AE) R. K. Beynon. Despite the departure of 809 Buccaneer Squadron to H.M.S. Ark Royal, the R.N. unit's training and support tasks continue unabated.



OVER THE BERLIN WALL, JACK MEETS IVAN

It's not every day that British sailors pose for photographs with Russian servicemen — but it happened in, of all places, East Berlin, last month.

During H.M.S. Ark Royal's visit to Hamburg, a group of sailors spent a week-end as guests of the British Army, hosted by



the Royal Corps of Transport at Alexandra Barracks, West Berlin. On a trip to the Eastern Sector, these Russian soldiers

were keen to be photographed with the Ark matelots.

LA(Phot) Douglas Corrick took the picture and

the British sailors are (left to right): Stwd David Knox, LA Steven Pratt, LA(AH) Bill Palmer and NA(AH) Sid Lawrence.

CONVENT OF JESUS & MARY

THORNTON, MILTON KEYNES, MK17 0HJ
Telephone: BUCKINGHAM 2610

An independent Day and Boarding School for Girls which is recognized as efficient by the Department of Education and Science. Pupils are accepted from the age of seven and follow a wide curriculum. Classes are small and excellent examination results are achieved in the Oxford General Certificate of Education. Great importance is attached to games for which there are first class facilities. As well as offering a complete and balanced course of studies, the school aims at providing a homely but disciplined environment and places great emphasis on the development of character. The grounds extend to thirty acres and include five acres of kitchen gardens which produce home grown fruit and vegetables in season. Special facilities for Service children.

BERNARDS'

GIFTS INTERNATIONAL CATALOGUE

Provides a whole host of suggestions for Christmas and all the year round Gift giving.

A copy is being sent to all Account customers and will be sent on request to any others interested at home or overseas.

There are credit facilities available and orders may be placed through local branches or Head Office at Harwich.

MAKE IT A HAPPY CHRISTMAS WITH GIFTS FROM BERNARDS

C. H. BERNARD & SONS LTD.

Anglia House, HARWICH, Essex

Telephone Harwich 2281

Branches at: Devonport, Plymouth, Portland, Portsmouth, Chatham, Harwich, Grimsby, Dunfermline, Helensburgh, Havant, Lossiemouth, Arbroath, Brawdy, Culdrose, Yeovilton, Gibraltar, Valletta and Sliema, Malta, H.M.S. Pembroke, H.M.S. Dolphin, H.M.S. Daedalus, H.M.S. Neptune and H.M.S. Cochrane.



**R.M. Museum:
custodian of ...**

L'esprit de Corps



Generally speaking museums tend to be either boring — or not so boring. But when they are highly successful, one is unaware of being in a museum. This is true of the Royal Marines Museum at Eastney, Portsmouth. Here, 300 years of history spring to life in a setting as civilized as a stately home.

Situated off Southsea front, three miles from the dockyard and Portsmouth city centre, the museum opened in August 1975 and has since attracted more than 120,000 visitors. Housed in a splendid mid-Victorian building, formerly the officers' mess of Eastney Barracks, it is easily reached by car or bus. And the route is well sign-posted.

What the museum depicts is a history of men — all manner of men, written by Royal Marines in all corners of the world from 1664, to the present day. It is an epic tale, extravagant in courage, rich in adventure, proud in traditions. Because it is a human story, not all of it is good. Treatment meted out in the past to both seamen and marines was often cruel and inhuman.

Using the best display techniques, exciting colours, excellent lighting, models, audio visual presentations, and the superb setting of their former mess, the Royal Marines tell their story, vividly, in sequence and in a language anyone can understand.

They tell us of the wars they fought,

A visitor to the museum, Miss Ann Pigott, steps back in time to meet Marines of the 17th and 18th centuries.

the uniforms they wore; the weapons they carried. We learn how they lived; how they were treated. And through their diaries and letters, how some of them thought.

Their story opens in the museum's impressive scarlet and white entrance hall with a display of the colours they carried from 1810, to the Corps crest and Colours of today.

The Royal Marines Museum is open from Monday to Friday, 10 a.m. to 4 p.m., and Saturday and Sunday, 10 a.m. to noon. Admission and car park are free.

As the story unfolds, the order and punishment books of the 18th and 19th Centuries are of particular interest. From these we get a grim impression of how Marines were recruited and subsequently treated. A Boy Marine got 100 lashes for absenting himself without leave. If he survived the system, he was fortunate to be honourably discharged as "Old and Worn Out" by 45 or 50. If he rebelled, or incited others to do so, he was shot, or got 1,000 lashes and deportation for life.

For many, the antique weaponry, pistols, swords, guns on display will be of great interest. The museum is





Left — Major Tony Brown, the museum's director, in the minstrels' gallery which overlooks the former dining room. The magnificent ceiling can also be seen.

Right — The splendid staircase shows the clear anchor-badges of the Lord High Admiral — in its wrought ironwork.



Pictures by LA(Phot) Jack Dewis and Wren (Phot) Liz Taylor.

mementos and relics of many — the Crimea, the Boer War, the Boxer Rebellion, and more by the two Great Wars.

It is the personal effects which will catch the eye — the uniform used in the Crimea, the one of 1795, requesting a new hat, the silk stocking ordered with the officers' name, the cooler, the leather sea-chest, the souvenirs brought back from the war club from Fiji, the swords, the German revolver, the tin but a few.

For many visitors, the sections dealing with the first and second world wars will be of the greatest interest. It is the reality of trench warfare, the Battle of Jutland, and the period of the Corps activity from 1939 to the post-war years are also well covered.

In the medal room, in which over 600 gallantry and campaign awards are displayed, will attract a great number of visitors. Here they can

inspect one of the most comprehensive collections in any museum, including many unique and rare awards, and the complete set of ten Victoria Crosses awarded to Royal Marines.

The picture and silver gallery is very splendid, and the R.M. Bands history room has an eye-catching display of silver memorial drums and trumpets commemorating members of the band service who fell in two world wars. In the uniform room, one can inspect some of the impractical ones worn to India and China and elsewhere, and also trace the cocked hat applied for in 1795.

Though the museum is a military one offering a pageant of history, it is primarily about the men who helped write this history. What one remembers on leaving, is not the date of such and such a war, or whether it was lost or won, but the distinctive style and courage of the men who have earned for this Corps a reputation second to none as a fighting force.

The Italian influence

The museum building is superbly ornate with a Jacobean style loggia, surrounded by a graceful stone staircase. The entrance is approached by a graceful stone staircase. Behind this facade is the former mess dining room, a magnificent piece of mid-Victorian architecture. Italian craftsmen are reputed to have built the ornate covered ceiling, the marble fireplaces, and graceful mouldings. Big round-headed windows add to the interior beauty, as do the arched gallery and the staircase hall.

The museum's small staff is headed by the director, Major A. G. Brown R.M. (retd.), assisted by deputy director and archivist Major A. J. Donald R.M. (retd.), Mr. Paul Fauset (curator), and the head warder, Mr. Donald Fenton, and his staff.

Featured in the museum are 82 different Royal Marines uniforms.

Pictured right are—

- 1, Marine in modern combat dress.
- 2, Marine bandsman in No. 1 dress.
- 3, General Duties Marine in No. 1 dress.
- 4, 1805 uniform.
- 5, 1755 uniform.
- 6, 1684 uniform.



Left — Inside the museum, a mock-up of first world war Marines in the trenches.



Left — All ten Royal Marines Victoria Crosses are kept in the museum's medal room. With them are more than 6,000 campaign and gallantry decorations.



LAUGH NAVY

— with our 'Enry...

Henry McGroarty is a marine artist in the truest sense. His studio is the torpedo compartment in Her Majesty's Submarine Valiant.

Leading Seaman McGroarty (26) is a radar and navigation specialist serving in the nuclear-powered boat. He began drawing and painting to pass his off-duty time on long continuously submerged patrols.

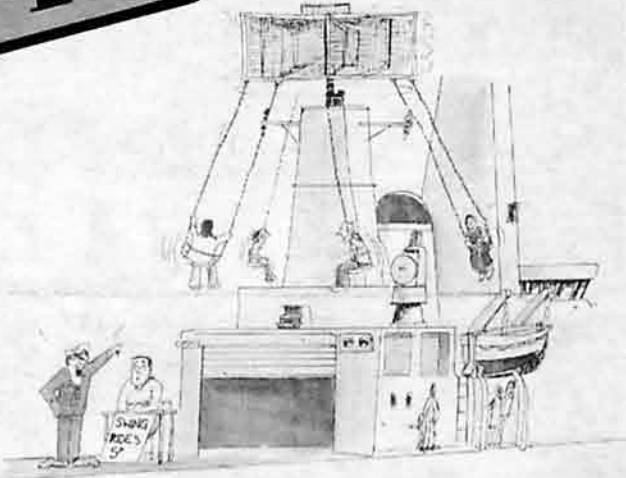
"Cartooning came first. I used to work on the ship's newspaper, and began cartooning characters and events. No one escaped — not even the captain — but everyone seemed to enjoy the jokes," says Henry.

Having taught himself cartooning Henry began to dabble with more serious work, beginning with water colours and later graduating to oils. His favourite subjects are of course, submarines — one of his latest being a dramatic impression of the Valiant at sea.

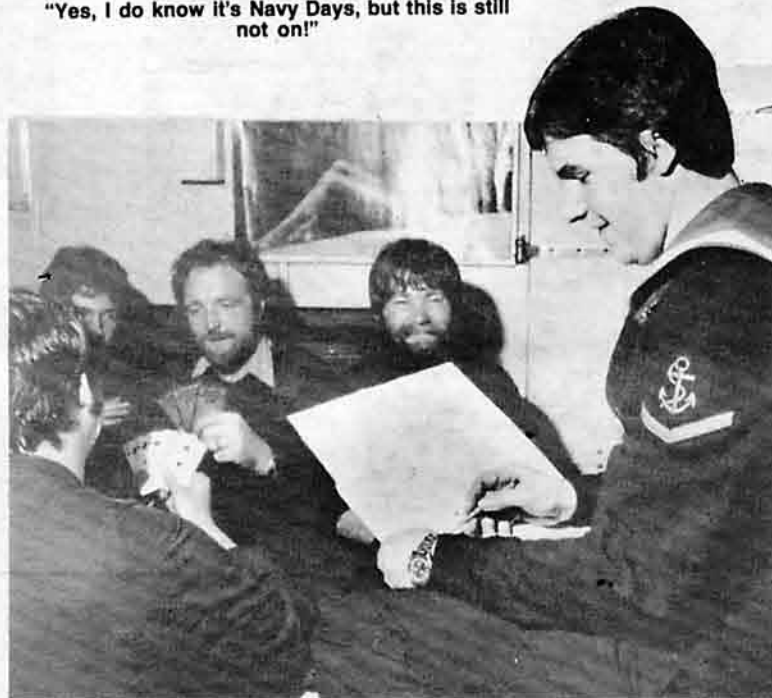
"Living and working with a submarine obviously creates a strong feeling and I believe this shows in my work. Most people think of submarines as fat, black and ugly. I think they are fascinating and I try to show their beauty and their enormous power.

"A 4,000-ton submarine at speed on the surface in rough weather is a magnificent sight. Often when I have been on the bridge on look-out duty I have seen wonderful sights — dolphins playing around the boat, incredibly colourful sunsets, and breathtaking sea effects. Later I have tried to capture these things on canvas."

At present Henry is working on a series of paintings depicting the actions which won 14 Victoria Crosses for Submarine Command in two world wars. He is also experimenting with the portrayal of submarines in their true element — beneath the surface.



"Yes, I do know it's Navy Days, but this is still not on!"



...and others!

Most of Henry McGroarty's shipmates in H.M.S. Valiant have found themselves in his drawings at one time or another! His cartoons are also used on board to illustrate safety aspects of submarine life, giving grim warnings of the effects of carelessness — with a touch of humour which helps everyone to remember the serious advice.



"Well, maybe I was a teeny-weeny bit contemptuous towards the shore patrol, Skin..."



"Just watch it, Grimes. That's all, just watch it!"



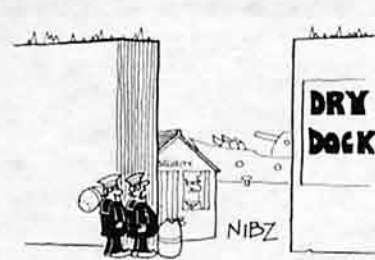
"I've asked to see my divisional officer!"



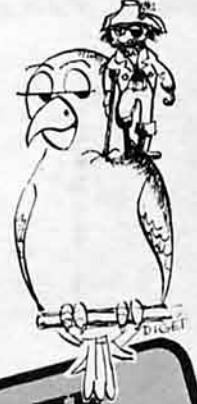
"Right, you're the massed bands..."



"Our anti-missile missile has just shot itself down, sir."



"Does that mean we can't drink?"



"At first glance it may seem that boiler heating facilities are a little primitive..."

LAUGH NAVY

Chantelle

Plymouth's Brightest Night Spot

At Chantelle we keep a specially warm welcome for the Navy.

Plymouth's friendliest club is ideal for Ships' Dances, official functions, Christmas Parties, Birthday Parties, etc.

Whatever your requirements we have the experience and facilities to help.

Call in and see us for a chat and a free quotation any evening.

Chantelle, opposite Drake Cinema, Plymouth Phone 69824.

Promotions

Authorizations for promotion to the following rates to chief petty officer, chief artificer, or chief mechanic have been issued:

OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(M) — C. N. Pappas (Rhyll). J. Ward (Cambridge).
To CPO(SEA) — unless recommended and willing to transfer to missile — J. Randall (Brighton).
To CPO(R) — R. T. Wintle (Dryad), R. J. Collins (Dryad), C. E. Barrett (London).
To CPO(S) — P. Cooke (Galathea).
To CPO(D) — C. T. J. Massey (DAUWE, SSDT, Vernon).

OPERATIONS BRANCH (COMMUNICATIONS)

To CCY — A. B. Butler (Fearless), W. Gauson (FOSNI), M. J. Egan (Blake).

SUBMARINE SERVICE

To CRS — A. Mackenzie (Renown, Port).

SUPPLY & SECRETARIAT

To CPOWTR — W. J. McIntosh (COM-NAV SOUTH), B. C. Martin (AVSOUTH), G. M. Duggan (Bristol).

MEDICAL BRANCH

To CMT — C. Wilber (Haslar).

WEAPONS ELECTRICAL

To CCEL — M. H. Edkins (Norfolk).
To CREL — J. F. Wilton (Gib Comcen).
To ACREA — N. A. Burgess (Engadine), M. Harris (Dryad).
To ACREM — T. A. Dance (Revenge), H. Macdonald (Pembroke).
To ACSEA — D. Mason (Dolphin), D. G. Pritchard (Sultan).
To ACSEAN — F. H. Jay (Revenge), J. R. Margetts (Vernon), M. F. A. Hollis (Repuise), P. B. Shelley (Churchill), M. C. Holford (Neptune).
To ACSEA — C. J. Feeney (Neptune), A. Page (Cochrane), J. Kneller (Renown), C. F. Brooks (Airadine), M. J. Channon (Repuise), M. R. Trarthen (Renown), M. Shiels (Repuise), D. Wamsley (Renown).

MARINE ENGINEERING

To CME — B. A. Vaughan (Neptune NTD), R. H. Barnett (Cochrane), R. A. Briggs (Active), P. M. Hughes (Thunderer).

To ACMEA(P) — T. I. Chamberlain (Fisgard), J. R. Thompson (Warrior), I. Davies (Warspite), K. J. Tilley (Tiger).
To ACME(M) — B. D. Crawford (Antrim), L. Hawkes (Sovereign), M. Shearer (Active).

WRNS

To CWREN TSA — E. L. Kent (Excellent).

The following promotions to lieutenant-commander on the Special Duties List have been approved with effect from October 1, 1977, subject to medical fitness:

SEAMAN — J. E. Smith, M. N. Robinson, J. M. Daniel, M. T. Humphreys, J. O'Callaghan, B. E. T. Humphrey, J. G. A. Lea.
ENGINEERING — F. Devoll, R. Peckham, H. A. Smith, D. Thackray, J. Prior, K. Tate, M. A. Edgell, N. J. Price, K. Crosskey, A. G. Kennedy.
SUPPLY AND SECRETARIAT — K. J. Sagar, J. W. Edwards, J. R. Storey.
MEDICAL SERVICES — J. M. Lambert.

ROYAL MARINES

The following officers have been provisionally selected for promotion:

To Major (to date February 23, 1978) — T. Lewin.
To Captain (to date April 1, 1978) — A. A. Cameron, A. H. Voyzey, C. L. Taylor, J. L. Parry.

WRNS

The following officers have been selected for promotion when the next vacancy occurs:
To Chief Officer — J. H. Grieve.
To First Officer — K. A. King, G. E. Dann.
The following promotions have been approved with effect from October 1, 1977:
To Second Officer — C. S. Swan, D. S. Day, S. F. Stuart, A. M. B. Smith, J. E. Moyle, I. M. Kennedy, V. M. M. Heaton, D. C. Lumley, J. B. Johnson, P. A. Ringrose, D. M. Connellan, D. A. O'Ferrall, J. A. Sherwood, A. H. Jutson, G. S. Scott, I. J. Golding, P. Holland.

DIARY DATES

Many people in the U.K., especially those living many miles from the coast, rarely see a sailor or a warship. Readers may be interested, therefore, in this diary of shows, exhibitions, concerts, and other events at which you can "meet the Navy." The list of venues and dates is issued by the Director, Naval Careers Service.

NOVEMBER

3 Lincoln Concert, R.M. band.
4-5 Holbrook Founders Day.
5 Festival of Remembrance, Bristol, R.M. band, R.N. display team.
10 Festival of Remembrance, Exeter, R.M. band.
11/16 Ship visit, Barrow.
12 Royal British Legion Festival, Royal Albert Hall, R.M. band.
12 R.B.L. Plymouth, R.M. band.
12 R.B.L. Bristol, R.M. band.
13 Cenotaph Ceremony and Festival of Remembrance, R.M. band.
20 Lewisham Concert, R.M. band.
22-25 Careers for 78, Manchester, R.N. exhibition.
23 Wolverhampton Concert, Mission to Seamen, R.M. band.
24-Dec 4 Northern Ireland Tour, R.M. band.
30 Plymouth Globe Theatre Concert, R.M. band.

DECEMBER

3 Exeter Concert, R.M. band.
4 Leicester Spectacular, R.M. band.
11 Plymouth Concert, Civil Service, R.M. band.
13 Exmouth Christmas Concert, R.M. band.
15 Plymouth Guildhall Concert, R.M. band.
19 Exeter Carol Service, R.M. band.

Royal Marines of 42 Commando based at Bickleigh are feeling pleased with themselves on two counts. Firstly, "K" Company came second and gained silver medals in



the six-nation Northern European Command Infantry competition at Plon, Germany. The picture above shows the team negotiating the water obstacle during the 19km cross-country section.

Recce Troop, 42 Commando, added to the honours by winning the Cambrian March, which is recognized as being one of the toughest tests of military skills and physical endurance. During the four-day event the teams covered 65 miles through forests and mountains in mid-Wales.

THE UNION JACK CLUB CHRISTMAS 1977

Accommodation at the Union Jack Club over the Christmas period 1977 is offered at REDUCED RATES as follows:
PERIOD - Evening Meal on Friday, December 23, until Breakfast on Wednesday, December 28. FIVE NIGHTS.
MEALS - Breakfast and Evening Meal daily and Christmas Dinner on December 25.
SOCIAL EVENING - A Buffet Dinner for members will be held in the Gascoigne Rooms on 26 December.
CHARGE - £25 per person (Children under 13 - £12.50).

Advance Booking in writing should be made to The Union Jack Club, Sandell Street, London SE1 8UJ, by 16 December, 1977.

POINTS LEADERS

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

"Intermediate," i.e. men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "Basic Date" order. Dates shown against "Int" rosters are the basic dates for the top eligible men. The number following the points (or basic date) is the number of men who have been advanced during October.

Extracts of W.R.N.S. advancement rosters are given where an examination is required to qualify for the higher rate. W.R.N.S. ratings in the MT, TEL, EDUC, D HYG, and QA categories are placed on the rosters in seniority order and are not required to pass an examination.
PO(EW)RS(W) — Int (16.1.76), 1; LS(EW)LR(W) — Dry, 2; PO(M) — Int (5.12.75), 10; LS(M) — Dry, 13; PO(R) — Int (30.10.75), 5; LS(R) — Dry, 6; PO(S) — Int (25.8.76), 1; LS(S) — Dry, 2; PO(D) — Dry, Nil; LS(D) — Dry, 2; PO(MW) — 78, Nil; LS(MW) — Int (5.8.77), 7; PO(SR) — Dry, 1; LS(SR) — Dry, 3; POPT — 95, Nil; RPO — 208, Nil; RS — 221, 5; LRO(G) — Int (15.3.77), 8; CY — 320, 2; LRO(T) — Int (7.12.76), 6; PO(SM) — Int (21.10.76), 1; LS(SM) — Dry, 7; RS(SM) — Int (17.6.75), Nil; LRO(SM) — Dry, 2; PO(UW)(SM) — Int (18.8.76), Nil; LS(UW)(SM) — Dry, 1; POMEM — Dry, 18; LMEM — Dry, 50; POCEL — Dry, 8.
LCME — Int (3.5.77), 5; POCEL — Int (13.1.77), 2; LOEM — Int (7.7.77), 11; POREL — Int (9.9.76), 4; LREM — Int (29.6.77), 21; POWTR — 92, 3; LWTR — Int (9.8.76), 8; POSA — 217, 2; LSA — Int

(18.2.76), 12; LCA — Dry, 5; POCK — 333, 7; LCK — Int (11.7.75), 8; POSTD — 274, 1; LSD — Int (11.2.77), 1; POMA — 198, 4; LMA — 165, 4; POAF/POAM(AE) — 96, 5; LAM(AE) — Int (27.6.75), 8.
POEL(A) — 167, 3; LEM(A) — 69, 7; POREL(A) — Int (16.1.76), 12; LREM(A) — Int (15.9.76), 8; POREL(AW) — Int (10.12.75), Nil; LEM(W) — Int (18.5.76), 7; POA(AH) — 224, 2; LA(AH) — Int (1.10.75), 1; POA(SE) — 593, 2; LA(SE) — Dry, 3; POA(Phot) — 479, 1; POA(MET) — Int (5.7.75), Nil; POACMN — 154, 1.
POWREN AF(AE) — Int (25.6.75), Nil; LWREN AM — 103, 1; POWREN CK — Int (12.11.76), Nil; LWREN CK — Int (4.3.77), 1; POWREN DSA — Int (12.9.75), Nil; LWREN DSA — Int (12.3.76), Nil; POWREN MET — Int (1.5.77), Nil; POWREN LWREN MET — Int (1.5.77), Nil; POWREN PHOT — Int (1.7.75), Nil; LWREN PHOT — Int (7.10.75), 1; POWREN R — 98, Nil; LWREN R — Int (12.11.75), Nil; POWREN RS — Int (27.2.76), Nil; LWREN RO — Int (9.12.75), 3.
POWREN STD(G) — Int (26.6.75), Nil; LWREN STD(G) — Int (20.2.75), Nil; POWREN STD(O) — Int (3.8.76), 1; LWREN STD(O) — Int (12.10.76), 1; POWREN SA — Int (1.9.76), Nil; LWREN SA — Int (3.11.76), Nil; POWREN TSA — 265, 1; LWREN TSA — 147, 1; POWREN WA — Int (5.3.76), Nil; LWREN WA — 86, Nil; POWREN WTR(G) — Int (19.2.76), 2; LWREN WTR(G) — Int (20.10.75), 6; POWREN WTR(P) — Int (26.6.75), Nil; LWREN WTR(P) — Int (21.10.75), Nil; LWREN WTR(S) — Dry, Nil; POWREN DH — Int (12.9.75), Nil.



Twins Peter and Paul Hitchcock joined the Royal Navy together in September, 1962. They have twice been drafted to the same ship, firstly to H.M.S. Diana and then to H.M.S. Sirius, and their progress — albeit in different categories — has been very close. Peter is a PO(Minewarfare) at present in the Staff Officer Tenders section, H.M.S. Vernon, and Paul is a PO(Sonar) in H.M.S. Norfolk. They have both been selected for promotion to chief petty officer and their names appeared on the same list. Now they are wondering whether the vacancies in their respective branches will also coincide.

Pen Pals

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Details of the applicants are as follows:

Heather (20), 5ft. 6in., single, brown hair, green eyes, Feltham, Mddx.
Sharon (16), 5ft. 2in., single, brown hair, brown eyes, Feltham, Mddx.
Miss C. (25), 5ft. 4in., single, brown hair, Portsmouth.
Sue (21), 5ft. 3in., single, dark hair, Shipley, Yorks.
Belle (46), 5ft. 6in., single, blonde hair, brown eyes, Falkirk.
Helen (17), 5ft. 4in., single, brown hair, green eyes, Stourbridge.
Carol (28), 5ft. 4in., single, black hair, brown eyes, two sons, Weston - super-Mare.
Kath (29), 5ft., divorced, brown hair, green eyes, two daughters, Rugby.
Denise (16), 5ft. 4in., single, brown hair, green eyes, Chelmsford.
Janice (21), 5ft. 2in., single, brown hair, green eyes, Bellshill, Lanarkshire.
Dorothy (22), 5ft. 3in., single, blue eyes, Bellshill, Lanarkshire.
Claire (19), 5ft. single, brown hair, green eyes, Portsmouth.
Linda (33), divorced, red hair, green eyes, Renfrewshire.
Jan (20), 5ft. single, brown hair, blue eyes, East Lothian.
Rita (33), 5ft. 2in., divorced, fair hair, blue eyes, one daughter (14), Exmouth.
Vicky (20), 5ft. 7in., single, brown hair, green eyes, Clydebank.
Sue (22), 5ft. 5in., divorce pending, brown hair, one daughter (3), Plymouth.
Wendy (18), 5ft. 3in., single, brown hair, grey-green eyes, Manchester.
Barbara (31), 5ft. 2in., single, fair hair, Falkirk.

Jane (30), 5ft. 5in., divorced, fair hair, blue eyes, two children, Plymouth.
Moira (19), 5ft. 2in., single, brown hair, green-blue eyes, Portsmouth.
Sara (21), 5ft. 3in., single, brown hair, green-blue eyes, Portsmouth.
Julie (16), 5ft. 3in., single, brown hair, hazel eyes, Portsmouth.
Pamela (18), 4ft. 10in., single, brown hair, brown eyes, slim, Stanford - Le - Hope, Essex.
Curly (29), 5ft. 5in., unattached, black hair, brown eyes, Gosport, Hants.
Jan (22), 5ft. 3in., divorced, brown hair, blue eyes, slim, one daughter (5), Fareham.
Judy (36), 5ft. 5in., separated, red hair, green eyes, slim, Fareham.
Sheila (39), 5ft., divorced, brown hair, blue eyes, five children, Portsmouth.
Helen (15), 5ft. 5in., brown hair, green-blue eyes, Alton, Hants.
Margaret (18), 5ft. 4in., single, blonde hair, brown eyes, Ayrshire.
Robina (22), 5ft., single, brown hair, brown eyes, slim, Johnstone, Renfrewshire.
Margaret (33), 5ft. 6in., single, brown hair, Edinburgh.
Rosemary (29), widow, brown hair, brown eyes, two children, Aberdeen.
Edwina (21), 5ft. 3in., single, brown hair, blue eyes, Bonnyrigg, Midlothian.
Yvonne (17), 5ft. 1in., single, brown hair, grey-green eyes, slim, Glasgow.
Susan (17), single, fair hair, brown eyes, Glasgow.
Susan (19), 5ft. 4in., single, fair hair, blue eyes, Leeds.
Corinna (18), 5ft. 3in., single, blonde hair, Rochester, Kent.
Eileen (17), single, brown hair, brown eyes, Renfrew.
Susan (16), 5ft. 3in., single, brown hair, brown eyes, Bognor Regis.
Margaret (39), 5ft. 1in., divorced, brown hair, blue eyes, Bognor Regis.
Catherine (23), 5ft. 6in., single, brown hair, grey eyes, File.
Shirley (18), 5ft. 3in., single, brown hair, blue eyes, Belfast.
Janet (19), 5ft., single, brown hair, grey eyes, Luton.
Karen (17), 5ft. 1in., single, brown hair, brown eyes, Sheffield.
Eileen (49), 5ft. 3in., separated, grey hair, brown eyes, Sheffield.
Gill (25), 5ft. 1in., separated, brown hair, blue-green eyes, one son, Northampton.
Wendy (20), 5ft. 2in., single, brown hair, hazel eyes, Portsmouth.
Barbara (20), 5ft. 4in., single, fair hair, Duns, Berwickshire.
Frances (27), 5ft. 3in., divorced, red hair, hazel eyes, two daughters, Downpatrick.
Susan (21), 5ft. 4in., single, auburn hair, Sutton Coldfield.
Elaine (38), 5ft. 10in., separated, brown hair, green eyes, two children, Milton Keynes.

Sally (16), 5ft. 2in., single, blonde hair, blue eyes, Fareham, Hants.
Sue (18), 5ft. 4in., single, brown hair, blue-green eyes, Penzance.
Diana (17), 5ft. 2in., single, brown hair, green eyes, slim, Marazion, Cornwall.
Ruth (16), 5ft. 6in., single, brown hair, blue eyes, Norwich.
Sheila (29), 5ft. 7in., single, brown hair, brown eyes, Edinburgh.
Mary (19), 5ft. 5in., single, brown hair, brown eyes, Johnstone, Renfrewshire.
Heather (17), 5ft., single, brown hair, blue eyes, File.
Jacky (15), black hair, green eyes, Frome.
Tara (24), 5ft., single, brown hair, Leicester.
Lynda (32), 5ft. 4in., divorced, brown hair, hazel eyes, Okehampton.
Sylvia (26), 5ft. 7in., single, blonde hair, green eyes, slim, Edinburgh.
Tricia (19), 5ft. 6in., single, brown hair, brown eyes, Belfast.
Mrs. R. (44), divorced, brown hair, blue eyes, London.
Sylvia (39), 5ft. 7in., divorce pending, brown hair, brown eyes, slim, Southampton.
Sue (16), 5ft. 2in., single, brown hair, brown eyes, Hove.
Kath (42), divorced, brown hair, green eyes, Plymouth.
Sheree (21), 5ft. 4in., single, brown hair, hazel eyes, London.
Pamela (40), divorced, brown hair, blue-green eyes, London.
Rosaling (36), 5ft. 2in., single, fair hair, blue eyes, slim, Skewen, W. Glamorgan.
Maureen (39), 5ft. 4in., divorced, auburn hair, blue eyes, Dagenham, Essex.
Linda (23), 5ft. single, blonde hair, blue eyes, Plymouth.
Janice (19), 5ft. 6in., single, fair hair, blue eyes, Sutherland.
Kathryn (25), 5ft. 3in., single, sandy hair, blue eyes, slim, Northwich.
Morag (17), 5ft. 3in., single, fair hair, Cumnock, Ayrshire.
Eileen (34), 5ft. 7in., divorce pending, blonde hair, blue eyes, Belfast.
Linda (35), 5ft. 11in., divorce pending, brown hair, one son, Exmouth.
Carol (18), 5ft. 4in., single, fair hair, blue eyes, East Kilbride.
Eileen (37), 5ft. 7in., divorced, auburn hair, brown eyes, three children, Birmingham.
Michelle (17), 5ft. 5in., single, fair hair, blue eyes, Crews.
Jackie (17), 4ft. 9in., single, brown hair, blue eyes, Newcastle - on - Tyne.
Sheila (17), 5ft. 4in., single, brown hair, blue eyes, Newcastle - on - Tyne.
Janice (22), 5ft. 2in., single, blonde hair, blue eyes, Aberdeen.
Lyn (20), 5ft. 4in., single, brown hair, hazel eyes, Chandler's Ford, Hants.

Lynne (22), 5ft. 5in., widow, blonde hair, blue eyes, Aldershot.
Elizabeth (25), Divorce pending, brown hair, blue eyes, one son, Plymouth.
Lynda (17), 5ft. 3in., single, blonde hair, blue eyes, Swindon.
Betty (25), 5ft. 3in., single, dark hair, blue eyes, Glasgow.
Rosemary (17), 5ft. 5in., single, brown hair, brown eyes, Swindon.
Rosemary (17), 5ft. 5in., single, brown hair, brown eyes, Swindon.
Patricia (38), 5ft. 7in., divorced, fair hair, blue eyes, Faversham, Kent.
Ann (27), 5ft. 6in., divorced, brown hair, brown eyes, Edinburgh.
June (49), 5ft. 1in., single, blonde hair, blue-grey eyes, Stonehaven, Kincardineshire.
Nancy (41), 5ft. 2in., widow, blue eyes, three children, Bonhill, Dunbartonshire.
Ann (15), 5ft. 3in., fair hair, hazel eyes, Haverhill, Suffolk.
Marie (18), 5ft. 3in., single, brown hair, green eyes, Bellshill, Lanarkshire.
Josephine (28), 4ft. 11in., single, brown hair, blue eyes, Belfast.
Carol (16), 5ft. 4in., single, brown hair, hazel eyes, Glasgow.
Roma (26), 5ft. 4in., single, fair hair, blue eyes, Glasgow.
Lorna (22), 5ft. 7in., separated, brown hair, blue eyes, Belfast.
Lynn (20), 5ft. 4in., single, brown hair, blue-green eyes, Brighton.
Julie (22), 5ft. 2in., single, brown hair, blue-green eyes, Brighton.
Dorothy (48), 5ft. 5in., separated, brown hair, brown eyes, one son, Havant, Hants.
Jean (21), 5ft. 5in., single, brown hair, blue eyes, Newcastle - upon - Tyne.
Brenda (27), 5ft. 6in., single, brown hair, green eyes, Aberdeen.
Marion (21), 5ft. 6in., divorced, brown hair, grey-blue eyes, Belfast.
Evelyn (18), 5ft. 2in., single, brown hair, brown eyes, Belfast.
Arlene (18), 5ft. 7in., single, blonde hair, blue eyes, Edinburgh.
Anne (43), 5ft. 4in., single, brown hair, blue eyes, one son (13), Eastbourne.
Debby (16), 5ft. 9in., single, brunette, blue eyes, Okehampton.
Jennifer (16), 5ft. 2in., single, brown hair, brown eyes, Newtownards, Co. Down.
Julie (15), 4ft. 9in., brown hair, blue-green eyes, Matlock.
Janet (35), 5ft. 4in., single, dark hair, grey eyes, slim, Barrow - in - Furness.
Moira (22), 5ft., single, brown hair, green eyes, New Cumnock, Ayrshire.
Liz (20), 5ft. 6in., single, blonde, blue eyes, N. Yorks.
Margaret (24), 5ft. 6in., single, brown hair, blue eyes, N. Yorks.
Jayne (17), 6ft., single, brown hair, green eyes, N. Yorks.

OUR PRICE
£19.95

Size 42
Short only

All other Sizes

£36.90

All Wool

P.O. UNIFORM SUITS

Diagonal Serge Trousers
Available in all sizes

BARCLAY AND ACCESS
CARDS WELCOMED

GREENBURGH (GOSPORT) LTD.

Service and Civilian Outfitters
47 HIGH STREET, GOSPORT
Tel. 81804



VICTORY CLUB

HMS NELSON — PRESENTS
NOVEMBER PROGRAMME 1977

DATE	DISCO+GROUP	DJ	Time	Adm.
Sun. 6th	DISCO	Dick Wood	2000-2330	30p
Mon. 7th	DISCO+FRINGE BENEFIT	Dave Potter	2000-2330	50p
Thur. 10th	DISCO+ROKOTTO	John Thompson	2000-MID	70p
Sun. 13th	DISCO+	Dick Wood	2000-2330	30p
Mon. 14th	DISCO+HELEN DAY BAND	Dave Potter	2000-2330	50p
Thur. 17th	DISCO+FEDERATION	John Thompson	2000-MID	60p
Sun. 20th	DISCO	Dick Wood	2000-2330	30p
Mon. 21st	DISCO+SHAFTSBURY	Dave Potter	2000-2330	50p
Thur. 24th	DISCO+NOBODIES	John Thompson	2000-MID	70p
Sun. 27th	DISCO	Dick Wood	2000-2330	30p
Mon. 28th	DISCO+SOULED OUT	Dave Potter	2000-2330	50p

DECEMBER PROGRAMME 1977

Thur. 1st	DISCO+MAJORS	John Thompson	2000-MID	60p
Sun. 4th	DISCO	Dick Wood	2000-2330	30p
Mon. 5th	DISCO+YAKITY YAK	Dave Potter	2000-2330	50p
Thur. 8th	DISCO+CANNED ROCK & THE MAC KASSOON SHOW			
	CHRISTMAS DANCE DRESS FORMAL COLLAR & TIE			
Sun. 11th	DISCO	John Thompson	2000-0030	£1
Mon. 12th	DISCO+LESSER KNOW	Dick Wood	2000-2330	30p
	TUNISIANS			
Thur. 15th	DISCO+RAW FUNK LTD.	Dave Potter	2000-2330	50p
		John Thompson	2000-MID	60p

FILM NIGHT EVERY TUESDAY AND WEDNESDAY. WHY NOT COME AND GIVE US A TRY? WE CAN ASSURE YOU AN ENTERTAINING EVENING AT REASONABLE PRICES

ENQUIRIES TO C.P.O. ERIC MORRIS
TEL. PORTSMOUTH 22351 ext. 24205

Royal Naval
UNITY — LOYALTY



Association
Patriotism — Comradeship

Head Office
2, Lower Sloane Street
London, S.W. 1

A GIFT GOES BACK TO BELL-FAST . . .

Trafalgar Day marked the return to H.M.S. Belfast in the Thames of the magnificent inscribed silver bell which was originally donated by the people of Belfast in 1939, first presented to the ship in 1948 and then returned to the city when the cruiser paid off into reserve 14 years later.

The Lord Mayor and Council of the City of Belfast had agreed that the bell should take its place in its "proper" home in H.M.S. Belfast, now in her successful role as a floating museum in the Pool of London.

The solid silver bell, which was handed over by the Lord Mayor (Cllr. James Stewart), will be on permanent view to the public on the quarterdeck beneath the six-inch guns of 'Y' turret.

This year's Trafalgar Day was the sixth anniversary of the ship entering her second life as a museum ship. In that time more than two million people have visited her.

Recent visitors have included a party of 11 survivors of the German battlecruiser Scharnhorst, which was sunk by British surface forces — including H.M.S. Belfast — in the Barents Sea off North Cape on December 26, 1943. The visit, which was arranged by the German Naval Attaché in London, included a tour of the Belfast in the morning and a visit to the Royal Naval College, Maritime Museum, and Observatory at Greenwich.

In the evening the German shipmates and their wives returned to the Belfast to meet some of their former adversaries — members of the crew of the Belfast who were serving in the cruiser at the time of the sinking. Everyone agreed that exchanging names and addresses was much better than exchanging shells.



Ringling the magnificent bell after its return to the cruiser are the Lord Mayor of Belfast (Cllr. James Stewart) and the chairman of the H.M.S. Belfast Trust, Rear-Admiral Morgan Giles.

Belgium

The Brussels Branch of the Royal Naval Association had great pleasure in welcoming their shipmates from Gosport who made a week-end trip to Belgium. They entertained the visitors in their "local" — The Drum — where Shipmates Foster and Dolder kept the Brussels flag flying. The crests and tankards brought as gifts were much appreciated, and special thanks go to Shipmate Tom Grant, social chairman of the Gosport Branch, who organized the visit.

Bicester

White Ensigns are always in popular demand, but the Bicester Branch was able to get one for Remembrance Day.

Birmingham Central

What with social activities and meetings with other branches it has been a busy and enjoyable time. Everyone enjoyed the dance attended by Northampton Branch and the visits by members of Liverpool and Weston super Mare Branches. The trip down the Severn was a big success and greatly enjoyed by members, their wives and families. Much credit for this goes to the ladies committee of the Nautical Club.

Carterton

The dedication of the branch standard was a great event. The march was led by the Sea Cadet Band and guard from High Wycombe followed by shipmates from 11 branches with their standards and the Number 6 Area standard. The branch padre, the Rev. Mike Riley, officiated at the drum head service. The salute was taken by Lieut.-Cdr. W. J. Prickett, who is serving in H.M.S. Mercury. The branch standard bearer was Shipmate Alex Wixey, a former Royal Marine.

Chelmsford

Some 200 members from all parts of No. 5 Area attended the annual dinner and dance organized by the branch. The guest of honour was Admiral Sir Raymond Lygo, Vice Chief of Naval Staff,

BRANCH NEWS

accompanied by his wife, Lady Lygo, who were "piped aboard" by a party of Sea Cadets from Brentwood. The branch president, Shipmate Tim Cole, proposed the Loyal Toast and read a telegram from the Queen.

Cleveland

Shipmate Harold Oxley, the oldest member of the branch, who joined the Royal Navy in 1914 and served for 24 years, was given a surprise party to celebrate his 90th birthday. The branch president, Shipmate Ken Laverick, on behalf of the members, presented him with a gift. Special thanks go to Mrs. Barbara Smurthwaite, who provided the delicious refreshments.

Crawley

Shipmate Jack Hygate, who is 80, has been elected vice-president of the branch. Still hale and hearty, he joined H.M.S. Fisgard as a boy artificer in January, 1913. He wonders how many of his entry (his number was 781) are still around because he would like to get in touch with them. Now that the branch has taken over the social club of the T.S. Cossack, the headquarters of the Sea Cadets, it is hoped that regular Saturday evening sessions will be held.

Doncaster

"Leger Day" brought welcome visitors from Bletchley Branch and from Newton-le-Willows Royal British Legion. Though luck seemed out, and no one backed the winners, everyone enjoyed the day which was rounded-off in the evening by an excellent party, with refreshments provided by Nelson Fletcher, Les Fairclough and the ladies. Another event of note was the attendance of the branch standard and escort at the standard dedication service of the Pontefract Branch Burma Star Association.

Edgeware and Mill Hill

For the first time in 25 years the branch had enough members to hold an annual dinner dance which was greatly enjoyed by 125 shipmates and friends, including parties from St Alban's and Kingsbury and Kenton. The guest of honour was branch president and National Council Member Shipmate Charlie Wheeler. The branch, which had been barely ticking over for so long, now has a membership of 70, including 50 Blue Badge members.

Grimsby

The branch played host to No. 9 Area dinner / dance at the Town Hall, Grimsby. The event was attended by members, with guests from H.M. survey ships Echo,

Egeria, and Enterprise, which were deployed in the North Sea on survey work. Members had another enjoyable social evening as guests of the Royal British Legion at Laceby and to round off the season they enjoyed a very successful dinner / dance on Trafalgar Day.

Liverpool

Shipmate G. W. Jones, branch chairman, wishes to convey his thanks to all branches of No. 10 Area, and to the past president of the CPOs' Mess, H.M.S. Eaglet, and everyone else who helped make the cadet raffle such a success. The amount raised was £290.

New Zealand

The first R.N.A. branch in Australasia was formed in Nelson, New Zealand, and now comprises 31 members and associate members, 12 of whom attended the inaugural meeting. They extend an invitation to any shipmates in the U.K. to get in touch, should they happen to visit Nelson. "We will be only too pleased to show them our beautiful country" say the Nelson shipmates. Any of the following can be contacted: P. Smith, 11 Queens Road; J. Roach, 131 Brook Street; G. Minty, 68 Montreal Road; D. Parkes, 386 Hardy Street; J. Saville, 601 Rocks Road; or H. R. Pascoe, 48 Quebec Road.

Northfield

Members are looking forward to the annual dance and dinner to be held at their headquarters on Saturday, November 19. The guests will include Mr. Frost, managing director of Davenports Brewery, and Mrs. Frost.

Purley

The branch had great pleasure in granting Life Membership to Shipmate Lawrence "Lofty" Hannon, one of its oldest members. Throughout his years in the branch he has served as secretary, standard bearer, Area delegate, and branch scribe. To mark the occasion he was presented with a barometer by the branch president, Cdr. R. Hughes, R.N. (rtd.).

Sudbury

Efforts to find cheap, lightweight binoculars to enable an invalid lady to see more of the countryside through her window have not proved successful. If anyone can help, please get in touch with Mr. D. Bird, 27 Pot Kiln Road, Great Cornard, Sudbury, Suffolk.

Wear

Members welcomed their new chaplain the Rev. G. Trasler, of St Peter's Church, Monkwearmouth. The gardening section got

REUNIONS

The R.N. Escort Carrier Reunion Committee are planning to hold their second reunion in 1978. Those interested should write for details to S. T. Conway (Secretary / Treasurer), 32, Loxford Avenue, Newham E6 3DB. Please enclose a stamped addressed envelope.

Survivors of H.M.S. Edinburgh should note in their diaries that the next memorial service and dinner will be held on April 29, 1978, in Rhyl, North Wales. Those who served in H.M. ships Harrier, Gossamer, Foresight, and Forester will also be welcomed. For details write to Mr. Bill Daly, 70, Roundwood Way, Banstead, Surrey.

The Battle of the River Plate Veterans' Reunion service of remembrance and dinner are to be held in Plymouth on Saturday, December 3. The service will be on the Hoe at 11 a.m. and the dinner will be in the Mayflower Hotel in the evening. Details from Mr. W. E. Johns (chairman), "Kombali," 2A, Glendower Road, Peverell, Plymouth, Devon PL3 4LA.

H.M.S. Ceylon — "220" (1958-59 commission). It is hoped to mark the 20th anniversary of this commission with a reunion on board H.M.S. Belfast in early summer, 1978. All interested are requested to write (please enclose s.a.e.) to Cdr. R. J. Record, R.N. (rtd.), 2, Cowdray Drive, Goring-by-Sea, Worthing, West Sussex, BN12 4LG.

Members in the Southern Area, Coastal Forces Veterans' Association, are planning to spend the week-end of November 12/13 in Portsmouth for the Hornet Remembrance Service. A get-together and dance is to be held in the Regulating Staff Mess, H.M.S. Nelson on Saturday evening. Tickets (£2 each) from Southern Branch Secretary, 7, Kimberley Road, Southsea, PO4 9NP.

The 1st Destroyer Flotilla 1942-1945 Association held a most successful reunion week-end in London in September.

Anyone having any sort of connection with the 1st D.F. of 1942-45, which was based in Portsmouth, is invited to contact the secretary, Mr. D. Clare, Holme Bungalow, Glebe Road, Newent, Glos, GL18 1BJ. The ships concerned were H.M. ships Albrighton, Berkeley, Bleasdale, Brocklesby, Calpe, Fernie, Garth, Penylan, and Stevenstone. Also F.F.S. La Combattante and the Norwegian ships Eskdale and Glaisdale.

BRANCH NEWS

full marks for their good display of flowers and vegetables at the annual show. The following shipmates won awards — Joe Stephenson (three cups), F. Cartledge (two cups), Joe Hunter (one cup), and Matty Davison (one cup).

Wigston

The response to a request for cap tallies (September issue, Navy News), has been very good. Shipmate Sludge Granger, a survivor of H.M.S. Barham, was pleased to get a Barham tally, and Shipmate Joe Jayes — who made the original request and is an H.M.S. Coventry survivor — was happy to see a Coventry cap tally. The branch also received crests of H.M. submarines Opportune, Valiant, and Warspite from Shipmate Sid Daft (branch president) and a crest of H.M.S. Hermes from branch vice-chairman, Shipmate Joe Jayes.

OBITUARIES

Cleveland (Stockton) Branch, Royal Naval Association. Shipmate John Stansby, aged 52. Royal Navy 1939-45 and later Merchant Navy.

St Helens Branch, R.N.A. Shipmate W. (Sky) Turner, branch chairman. Ex-leading stoker, H.M. ships Renown, Havoc and Black Prince.

Wales No. 1 Branch, Submarine Old Comrades Association. Shipmate Bill Bowen, ex-stoker 1. Died in August.

Wear Branch, R.N.A. Shipmate W. Connelly, Ex-CERA. Served in First and Second World Wars. Branch standard bearer until the age of 73.

Calling old shipmates

Mr. E. W. Swann, 55, Chaucer Street, Kingsley, Northampton NN2 7HW, would be pleased to hear from anyone who served with him in H.M.S. Broadford in 1951-52. He was in Mess 16 on the After Mess Deck — "and George Rye was 'posties'." Tom Grafton was 'swain', and Lieut.-Cdr. D. Forster was Number One.

Mr. Jim Howard, a member of the Harwich branch, R.N.A., who lives at 155A Franks Road, Dovercourt, Harwich, would be pleased to hear from anyone who can tell him where to purchase two copies of the book "Illustrious" by Kenneth Poolman. He wishes to send a copy to his old shipmate George Carter, with whom he served in Corsair Squadrons 1831 and 1833 in the United States and on board H.M.S. Illustrious.

Mr. L. P. Binks, 54 Courtlands Road, Weston, Portland, Dorset, has come across a Christmas 1939 menu card which brought back memories of H.M.S. Royal Arthur, the H.Q. training establishment, Skegness. He would be pleased to hear from anyone who trained with him there or served with him during the Second World War.

Mr. T. F. Nobby Hall (ex-AB), 2 School House, Chaldon Road, Caterham, Surrey CR3 5PG, would like to hear from anyone who served in H.M.S. Crane, 3rd F.S. Far East, 1957-59. He would also like to hear

about any plans to form a liaison between the old and new H.M.S. Glasgow.

Mr. John Wall, C.I.D. Office, Police Station, North Street, Keighley, Yorks, was a stoker when he commissioned H.M.S. Delight in Glasgow in 1953. He served two commissions in the ship and has since remained in contact with another stoker, Les Berry, who is now a police officer at Leicester. They would both like to contact an old shipmate, Clarence Spiers, then a three-badge stoker, who lived in Great Yarmouth.

Mr. W. G. Hackney, 2 Wansbeck Way, Ormesby, Middlesbrough, Cleveland, TS7 9QW, was a member of the 2nd Bn, The South Wales Borderers, who was on board H.M.S. Eflingham when she was wrecked near Harstad, Norway, in 1940. He would be pleased to hear from any other survivors — sailors or soldiers — with a view to holding a reunion.

Former Able Seaman Vic Jones, 75, Beckenham Avenue, Kingstanding, Birmingham, B44 0QY, would be pleased to hear from any old shipmate who served in the coal burner H.M.S. Steephelm between 1954-1955.

Mr. R. Bancroft, 12, Mount Pleasant, Southfield, Burnley, Lancs, would like to re-establish contact with any former members of the ship's company (mainly "sparkers" and "buntings") of H.M.S. Ladybird which was replaced by H.M.S. Tyne, stationed in Sasebo, Japan, 1952-54.

John E. W. Barkel, 94, Hervey Street, Ipswich, Suffolk, IP4 2EU, would like to hear from anyone who served with him in H.M.S. Cornwall, 1914-17.

Mr. D. Childs, 2, Queensway, New Road, Chatteris, Cambs, would like to contact any seaman who served on the last commission — 1944-1945 — of H.M.S. Burwell (ex-USS Laub) or in H.M.S. Lancaster.

Mr. D. Morrison, radio officer with Christian Salvages (Shipping), 50, East Fettes Avenue, Edinburgh, EH4 1EQ, would like to hear from any deck officer or rating who served in H.M.S. Kimberley in August, 1940, or later the same year.

Mr. Allan Mercer, 89, Royal Avenue, Hough Green, Widnes, Cheshire, appealed in the September issue of Navy News for news of old shipmates in H.M.S. Glasgow. As a result he has heard from a former mess mate, Mr. Les Wright, of 38, Sussex Crescent, Northolt, Middlesex. They would both be pleased to hear from other old shipmates, with a view to holding a reunion.

Mr. John Moon (ex-stoker 1), 102, Ashby Road, Shepshed, near Leicester, would like to hear from ex-Sto 1 W. Jefford, with whom he commissioned H.M.S. Empire Battleaxe in San Francisco, 1942. He lived at that time in the Bournemouth area.

Mr. Anthony Faulkner, 4, Lower Bourne Gardens, Ware, Herts, SG12 0BL, served 22 of the happiest months of his ten years in the Royal Navy in H.M.S. Loch Alvie (1956-58). He was an ordinary seaman and was known as "Ali, the Bosun's Mate." He would be happy to hear from anyone who served with him in the Loch Alvie — or H.M. ships Crane (Far East), Whirlwind (West Indies), or Pelaw (Portland) — and would also like to obtain a photograph of the bell of H.M.S. Loch Alvie which is now in the chapel on the banks of Loch Alvie, Inverness.

The system works! Mr. George Drewitt, of Park Road, Ashford, Middlesex, wrote to Navy News asking if any survivors of H.M.S. Cromer — which struck a mine and sank off the coast of North Africa in 1942 — remembered the seaman petty officer from H.M.S. Boston who helped to rescue them.

The men involved with certainly never forget the incident and two of them, Mr. Tom Doughty and Mr. Hugh Fletcher, have visited Mr. Drewitt to say "thank you."

"Many thanks to Navy News for making our get-together possible," writes Mr. Drewitt. "Without your help I suppose we should never have met again."



Shipmates Bill Dowle (85) and John Paterson (83), pictured here, served in the Royal Navy as engine room artificers during the First World War. During their long friendship since then they have often wondered how the modern artificer is trained and what type of chap he is.

When Bill, who lives in Telford, Shropshire, went to stay with John in Glasgow, they decided to write to H.M.S. Caledonia where marine engineering artificers are trained. A tour of the establish-

ment was arranged and the two old shipmates were particularly impressed by the facilities in Caledonia, the standard of training, and the smart appearance and cheerful manner of the apprentices they met.

Bill and John served in H.M.S. Greenwich and would like to hear from any of their old shipmates. Bill is a member of the Telford Branch, Royal Naval Association, and John is a member of the British Legion Headquarters, Glasgow.

NEW DEAL FOR AN OLD ACE

Propped up on jacks in a small hangar on the edge of Culdrose airfield is aircraft WV908, minus wings, engine and ejector seat and with wires splaying from all sides. It gives no indication of future flight, but the trio of naval airmen dedicated to restoring the jet aircraft to its original splendour are confident that by next spring this Sea Hawk will once again be overflying H.M.S. Seahawk.

The single-seat, single-engined fighter, which first flew in 1954 and left naval hands in 1970 after a busy career, was acquired by R.N. air station Culdrose last year. Since then the aircraft has been methodically stripped down to bare metal, all major components removed for servicing and the internal electrics completely overhauled.

The busy trio rebuilding the aircraft are CAA Taff Williams, AA John Hodges and LEM John Griffin. In September they started dismantling and checking out a Rolls-Royce Nene engine "cannibalized" from another Sea Hawk.

This month the aircraft is due to be re-sprayed and should emerge resplendent in the colours of 806 "Ace of Diamonds" Naval Air Squadron.

There's one problem: all the paperwork concerning WV908 before its arrival at Culdrose has been destroyed. In an

effort to compile a potted history of the aircraft, advertisements placed in various publications have brought an encouraging response, especially from the pilots who flew the aircraft more than 20 years ago.

A sketchy picture of its life has been built up, but there are many gaps and Navy News readers who can help with information and photographs are asked to contact the Public Relations Officer, R.N. air station Culdrose, Helston, Cornwall, telephone Helston 4121 ext. 2460-1 (MOD internal code, 1481).

Right: Trio with the task of rebuilding WV908 — CAA Taff Williams (in white coat), AA John Hodges (on ladder), and LEM John Griffin. While stripping down the Nene engine Taff Williams and John Hodge discovered that they had performed the identical task together at R.N. air station Brawdy in 1953.

Picture: LA(Phot)
Pete Northcott

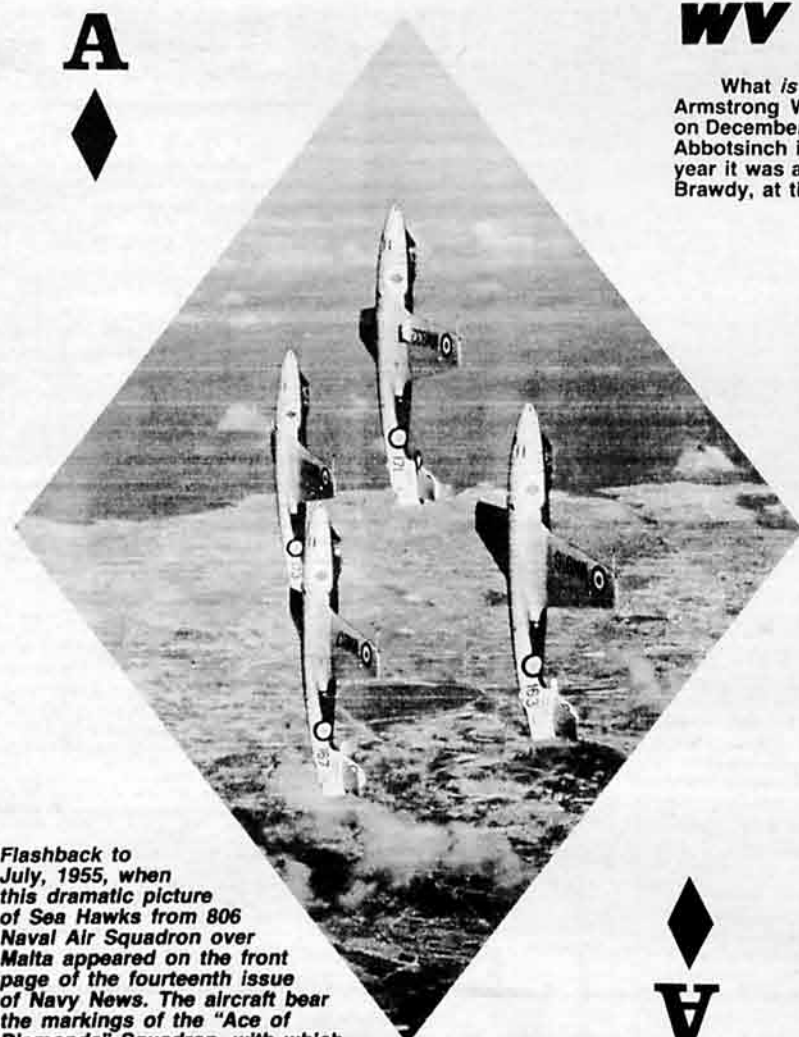


DO YOU REMEMBER WV 908?

What is known about WV908 is that it was built by Armstrong Whitworth, first flown by Mr. Martin Walton on December 31, 1954. It was delivered to R.N. air station Abbotsinch in February, 1955, and until October of that year it was allocated to 807 Squadron at R.N. air station Brawdy, at times embarked in H.M.S. Albion.

It was later embarked in H.M. ships Ark Royal and Bulwark with 848 Squadron, later joining 806 Squadron, first at R.N. air station Lossiemouth and then at Brawdy.

In October, 1960, it joined 738 Squadron, spending 20 months with the Operational Flying School 1 at Lossiemouth, and ten years later was transferred to the Royal Air Force as a systems trainer at Halton. It is believed that WV908 also spent some time with the civilian-manned Fleet Requirement Unit based at Hurn Airport.



Flashback to July, 1955, when this dramatic picture of Sea Hawks from 806 Naval Air Squadron over Malta appeared on the front page of the fourteenth issue of Navy News. The aircraft bear the markings of the "Ace of Diamonds" Squadron, with which WV908 will be emblazoned.

'New' flying machine for museum

The modern Fleet Air Arm, jet propelled and armed with guided missiles, has come a long way from the days of the primitive Short S27 bi-plane flown by Lieut. G. R. Sampson, R.N. at Eastchurch, Isle of Sheppey, in 1911.

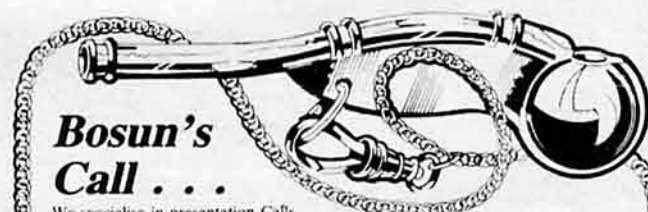
A replica of this "flying machine" is being built by apprentices of the Royal Naval Aircraft Repair Yard at Fleetlands. When completed it will go on display at the Fleet Air Arm Museum's Queen Elizabeth II Silver Jubilee Exhibition Hall, opened on October 11 by Admiral of the Fleet Earl Louis Mountbatten.

As a boy of 11 Lord Mountbatten was taken for a flight in such a machine and he put forward the idea of having a model of the aircraft in the museum.

The bi-plane, which was used for training, had a 50 horse power Gnome engine driving a "pusher" airscrew. The instructor sat in the open cockpit and the pupil crouched behind, reaching over his shoulders to handle the con-

trols. Voice communication was impossible above the noise of the engine.

The third-year and fourth-year apprentices who accepted the task of building the model as part of their professional training, faced the problem of how to construct it without access to working drawings. Already they have succeeded in constructing the tail unit and other components.



Bosun's Call . . .

We specialise in presentation Calls in authentic regulation pattern, which make a delightful gift or award. Each Call is expertly engraved in traditional copperplate script with any inscription you like — e.g. a name, rank and number, or a short message to a sailor's girlfriend.

Each Call, on its handsome high-quality 50in. neck chain, is displayed in a simple presentation box with notes on the illustrious history, and a guide to piping.

22-carat Gold-Plated Call with gold-plated chain . . . £7.50

Silver-Plated Call and chain . . . £5.50

Natural polished brass and copper Call and chain . . . £4.25

Presentation nickel-plated Call and chain . . . £3.25

Engraving 30p per line of up to 18 letters and spaces (capitals count as two).

Maximum four lines. Add 30p postage, etc. We aim at return-of-post service.

We also manufacture unengraved Regulation "naval issue" Calls at £1.89 and standard neck-chains at 90p. Postage 20p. Special quantity discounts for RN Associations, Cadet Units, Sea-Scout Troops and clubs on application.

Nauticalia Ltd.

(Dept. NN) 121, High Street, Shepperton-on-Thames, Middlesex.

Tel. Walton-on-Thames 44396 and 41860

COLUMBUS for HOLIDAYS

Members of the Association of British Travel Agents (ABTA 20112)

Fully bonded to safeguard your holiday (ATOL 8338) Major UK organiser of Royal Naval Family Travel

Specialists in travel to AMERICA, CARIBBEAN, FAR EAST, AUSTRALIA, NEW ZEALAND, MIDDLE EAST and EUROPE.

The ONLY travel agents who carry insurance to cover you or your families against ship programme changes, crash drafts, etc.

Call us any time for a quotation or advice

Columbus World Wide Travel, 85, London Wall, London EC2M 7AB.

Telephone: 01 638 0411

KELLY COLLEGE TAVISTOCK

Founded by Admiral Kelly in 1877

Public School (H.M.C.) for Boys and VIth Form Girls

Scholarships (inc. R.N. Scholarships) of up to £1,000 per annum. Leaving Exhibitions to Oxford and Cambridge

Apply the Headmaster, Kelly College, Tavistock, Devon for prospectus

CAPTAIN'S DECANTER SET

£29.95

THE SET

plus £2.75

carriage, special packing

and insurance for U.K.

MAINLAND AND BFPO

Includes 2 Decanters & 24 Glasses (wine labels extra)

SAVE POUNDS

SPECIAL OFFER

Captain's Decanter Set

26 pieces in Lead Crystal £29.95

(Plus £2.75 carriage, etc.)

UK mainland & BFPO

Or build up a set at the following special prices which include carriage, etc. UK mainland & BFPO.

Captain's Decanter	Each £8.75
Spirit Decanter	Pair £16.00
6 Gin & Tonic glasses	Each £7.75
6 Large Whisky glasses	Pair £14.00
6 Wine glasses	£5.50
6 Gin & Tonic glasses	£5.75
6 Large Whisky glasses	£5.97
Wine Labels 5/plate	£6.96
Sherry/Port/Gin/Whisky/Brandy/Rum	Each £2.75

OR SEND STAMP FOR GIFT CATALOGUE

Name/address/cheque/PO to:

HAMPTON CRYSTAL COMPANY

(Dept. N), 73 Station Road, Hampton Middlesex TW12 2BJ



CLASSIFIED ADVERTISEMENTS

Hampshire Court Hotel30, Hampshire Terrace
Portsmouth PO1 2PF

Close to H.M. Dockyard and Barracks. Portsmouth railway and bus stations. Well appointed rooms with H & C handbasins, electric fires, fitted carpets, modern divan beds. Colour television lounge, own keys, car park. No restrictions. Full English breakfast.

Single rooms with breakfast from £4.00
Double rooms with breakfast from £7.50
Double or twin rooms with private shower from £8.00

Tel. Portsmouth 23522

Frank and Bridget welcome you to the

CONNAUGHT HOTEL

2, Victoria Grove, Southsea, Portsmouth

Centrally situated for Barracks and Dockyard. We offer warm, centrally heated rooms with h. & c. basins, divan beds, fitted carpets, full English breakfast and colour TV lounge. Ideal for a visit by the family, wife or girl friend.

TERMS FROM £3.00 NIGHTLY

Telephone: Reception, Portsmouth 26599
Guests, 812240

OWN KEYS, NO RESTRICTIONS

GARIAN HOUSE HOLIDAY FLATLETS

Self-catering flatlets near sea and shops. Fully equipped. TV, fridge, cooker, linen, etc. Ideal for a visit by the family, wife or girl friend.

Terms: Weekly £10 per person
p.m. Friday-a.m. Monday — £6 per person
p.m. Monday-a.m. Friday — £6 per person
DEPOSIT £2 PER PERSON

Minimum 2 persons or charge for 2 persons (above charges are up till 24th May only)

Own bathroom and toilet: £3 per flat week-ends or £5 weekly if available.

Curtis, 70, Festina Grove, Southsea
Tel. Portsmouth 733581**SEACREST HOTEL**

12, SOUTH PARADE

Southsea's premier position
Licensed bar, car park, own keys, no restrictions.Single room with breakfast £4.50
Double room with breakfast £8.00Private functions, receptions, catered for
Telephone: Portsmouth 33192**RATES**

RUN-ON per word, 15p; Advertisers may have replies addressed to a box number. For this service and postage an extra charge of £1 is made. Minimum charge £3.

All enquiries to:

Advertisement Department
Navy News
H.M.S. Nelson
Portsmouth PO1 3HH
(Tel. 26040)CASH WITH
ORDER PLEASE**PERSONAL**

JEAN of the Friendly Folk Association, The Terrace, Torquay, quickly arranges genuine introductions, all ages; anywhere, Est. 1943. Confidential. Brochure.

AUDREY ALLEN MARRIAGE BUREAU, 43a, North Hill, Plymouth. Telephone 0752-20268. Nationwide, confidential. Details sent on request without obligation.

THE MARGARET MOODY MARRIAGE BUREAUDept. N, 1008, ANLABY HIGH ROAD
KINGSTON-UPON-HULL, YORKS

The successful and efficient bureau in the North with a nationwide clientele. Scrupulously confidential and discreet. Full details under plain cover on request.

FIND FRIENDSHIP, LOVE OR MARRIAGE. All ages, areas. — Free details from: Dateline Computer Dating, Dept. NN, 23, Abingdon Road, London, W8. Tel. 01-937 6503. ATTRACTIVE slim divorcee, 44, secretary, sense of humour, enjoys home, gardening, travelling, dancing; wishes officer pen friend, view to meeting/friendship. Lives in Scotland. — Box No. Navy News 392.

DIVORCEE, late 40's, ex WRNS, tall, well-built, nice looking, one son aged 19, good job, own car, likes music, sport travel. Seeks educated, intelligent ex-Navy (or serving) officer, for companionship. Lives Midlands. — Write with full details and photo (if possible) to Box No. Navy News 393.

ROYAL NAVY PHILATELIC COVERS

Catalogue of Naval and related philatelic covers available on request

CAMBRIDGE STAMP CENTRE
9 Sussex Street
Cambridge CB1 1PA
(Tel. 0223-63980)

ACCOMMODATION

THE WHITE HOUSE10 Albert Road
Devonport, Plymouth
Telephone Plymouth 51944Bed, Breakfast, Evening Meal
TV Lounge, All Facilities
No restrictions**JESAMINE GUEST HOUSE**57 GRANADA ROAD,
SOUTHSEA
Tel. Portsmouth 3438810 minutes bus ride to Dockyard
Bus stop 70 yards

BED & BREAKFAST £2.85

Own keys, no restrictions. Naval personnel, their families and friends made most welcome by
CPO STWD BILL & PAULINE GRAHAM**YORKDALE GUEST HOUSE**23 SALISBURY ROAD
SOUTHSEA
Near Sea Front, Bed/Breakfast, optional evening meal, lounge with colour TV, own key, no petty restrictions. Servicemen and their families made welcome. Ring for reasonable terms.
Neil and Angela Condon
PORTSMOUTH 814744**GLENDOWER HOTEL**23, SOUTH PARADE
SOUTHSEA

Naval Personnel welcome. B.B. or B.B.E.M. Long or short stays.

Tel.: Portsmouth
27169 / 735402

DEVONPORT HOUSE welcomes service personnel (all ranks) and their families. Colour TV and quiet lounge, games, room, and car park. Bed and breakfast (EM optional). Send SAE for brochure and tariff to Major Russell King, Devonport House (S.A. Red Shield Services), Park Avenue, Devonport, Plymouth, PL1 4BA.

SWIFT SHIRTS

Custom Printed

T SHIRTS & SWEAT SHIRTS

57 CHICHESTER ROAD

NORTH END

PORTSMOUTH

PO2 OAB

PORTSMOUTH 691514



Jim Swift, Navy News and National Press cartoonist, is now printing T Shirts / Sweat Shirts for the Royal Navy. He offers personal consultation to Ships and Establishments in the Portsmouth area and a mail order service elsewhere. Competitive prices, discounts on large orders. Artwork and colour service if required.

Penny and Bill Ruck SUNNYSIDE GUEST HOUSE14 Worthing Road
Southsea
Tel. Portsmouth 22814

B.B. or B.B./E.M. Special weekly rates for long stays. Men on re-fit, etc., welcomed. H/C and C/H all rooms. Colour TV lounge.

Tudor Court Hotel RAC

Queen's Grove, Southsea

LICENSED BAR CAR PARK

Conveniently situated for Naval Base, shops and seafront.

SPECIAL WEEK-END DAILY RATE
Double room with full English breakfast £8.00 inc. VAT

Phone: Portsmouth 20174

TRETHENIC GUEST HOUSEBed and Breakfast
Evening Meals Arranged
Terms on Application10 GORDON TERRACE
MUTLEY
PLYMOUTH 61323
Mrs. V. M. Gregory**HELENA COURT Self Catering Holiday Flatlets**

Attractive double and single flatlets (separate kitchens); TV, hot water, electricity inclusive in terms. Winter months at low rates. Reservations now available. Canoe Lake area

Tel. Portsmouth 732116

Prop. R. Reeves

3, Helena Road, Southsea

(Stamped envelope for reply please)

EXTRA INCOME

can be earned by selling Pure Silk hand-made printed neckties, direct from the manufacturer, in your spare time. Wonderful Xmas or Birthday presents. Send £1 for pattern card of 16 stock designs, "Guide to Selling" leaflet and full details of prices and by return service.

To:
NECKTIES LTD., DEPT. 61
PARKER STREET
MACCLESFIELD
Tel. 0625 23538**ROYAL NAVY STAMP COVERS**

Series (1) 1-24 and Series (2) up to No. 5 available.

SAE please for lists and samples
R.N. Philatelic Officer, RNAS,
Yeovilton, Somerset.**ST GEORGE'S SCHOOL**

Independent School for Forces Children

Wymondham, Norfolk

Places for January, 1978

A new independent boarding and day school, specifically for the needs of Forces' families. Boys, aged 8 to 16. G.C.E. and C.S.E. exams. Traditional teaching and discipline, in good atmosphere. Courier service to and from school; facilities for caring for children through holidays. Sensible, reasonably priced uniform. Very large reductions in fees for Services' children.

Prospectus: Admissions Officer,
34, Heather Avenue, Scrabby,
Great Yarmouth, Norfolk**MOVING OVERSEAS?**Let the experts
move you World wide**WHITE & CO LTD**Portsmouth: 63221 Plymouth: 65159
Jersey: 28121London: 01-72/3421 Guernsey: 23773
Dunfermline: 21697 Winchester: 881004
Farnborough: 49212 Ryde (I.O.W.): 63955Southampton: 24088 Forres: 2504
Bournemouth: (02016) 6514

We move you well

THE BRISTOL HOTEL55, Clarence Parade, Southsea
Tel. Portsmouth 21815Centrally situated, overlooking Southsea Common, close to shops, sea and places of entertainment
H & C in all bedrooms, colour TV lounge, B & B and Evening Dinner or Bed and Breakfast. Family rooms available
Car Parking.Resident proprietors Jean and Edward Fry
Please send SAE for brochure and terms**SALLYPORT HOTEL**High Street, Old Portsmouth
17th CENTURY BUILDINGUnder new management
PROPRIETOR
MAURY SMALLBed-Breakfast-Full Board
Licensed Bar and Restaurant
Phone Portsmouth 21293ST HELENS, 9 BEACH ROAD
SOUTHSEA, Portsmouth 20837. B/B or B/B/E.M. Naval and dockyard personnel most welcome in pleasant surroundings. 10 mins bus ride to Dockyard.**CLEVELAND COURT HOTEL**

16 CLARENCE PARADE, SOUTHSEA

Single, Double and Family Rooms. Half price children sharing. Own keys, no petty restrictions

Tariff per person: Room without breakfast £3.30
With traditional English breakfast £3.80
B.B. and Evening Dinner £5.00Licensed restaurant, colour TV lounge, residents' bar / electric organ
Premier position on the front overlooking Solent and adjacent main shopping centre. 5 minutes bus to Dockyard

Parties catered for Hotel or Restaurant

BARRY AND FREDA THOMPSON

RESERVATIONS Phone Portsmouth 26708

PORTLAND WORK-UP?

Why not bring the family to Weymouth during your Ship's work-up at Portland

STAY AT THE NAVY'S HOLIDAY HOTEL

Television - Residential Licence

Write to Resident Manager for tariff and reduced terms for October-April

HOTEL FOR ROYAL NAVY, GREENHILL, WEYMOUTH

Telephone 4108

WYKEHAM HOUSE

SCHOOL

69 HIGH STREET

FAREHAM Tel. 80178

PUBLIC DAY SCHOOL

FOR GIRLS

(Aged 4-16)

Recognized by the Dept. of Education & Science, and by the Independent Schools Association

Head Mistress: Mrs. J. M. Giddings, B.A.(Hons.)

SHEFFIELD MADE

PEWTER TANKARDS

Pint sized engraved with your ship or squadron crest.

Minimum order 9 Tankards

£5.30 each (plus VAT)

Send design with order to:

A. E. ELLIS & CO. LTD.

MIDLAND WORKS

16-20 SIDNEY STREET

SHEFFIELD S1 4RH

let DeeGee promotional T-shirts work for you

Any club, group, college, business etc. can have the distinction of its very own design, printed (not transfers), in up to any 6 colour fast inks on a high quality 'T' shirt or sweatshirt. Just send us your design, photograph, slogan or badge (a rough sketch will do) and our Art Studio will do the rest. (Minimum Order 20 per design).

Leading Suppliers to H.M. Forces

Please send for complete information brochure and price list to:-

Specialist printers

deegee

DEE GEE 'T' SHIRTS Dept NN

FREEPOST

119-119A PLUMSTEAD RD, NORWICH NR1 4BR.

Telephone: Norwich (0603) 32659 & 37029

SLINDON COLLEGE**Nr. Arundel, Sussex**Independent Boarding School
for 100 boys aged 11-18 yearsG.C.E. 'O' and 'A' level courses.
Remedial Teaching.

A wide range of out-of-school activities.

Tel.: The Headmaster, Slindon 320

BUTLER & COOKE estate agents
valuers
surveyors
planners

Why not use

**THE SERVICES ORIENTATED
HOUSE PURCHASE FACILITY**

through a

**BUTLER & COOKE
PORTSMOUTH AREA OFFICE?**MORTGAGES THROUGH THE BIGGEST BUILDING SOCIETY IN THE
WORLD ARE AVAILABLE FOR PROPERTIES THROUGH HALIFAX

Butler & Cooke Branches are at:

SOUTHSEA/MILTON 25215/6
COSHAM 78398/76914FAREHAM 2634/5
WATERLOOVILLE 2242/3
EMSWORTH 2741/3282**TELEVISION
TRAINING****ONE YEAR** full-time practical and
theoretical training course in Radio
& TV Servicing (Mono & Colour).**26 WEEKS** full-time Mono & Colour
TV Servicing course for ex-Radio
Electrical Mechanics.Grants may be available. Courses
commence Jan., April and Sept.(Also courses for prospective Mer-
chant Navy Radio Officers).Prospectus from: London Electron-
ics College, Dept N/T, 20 Pennywell
Road, London SW5 9SU.**SUPER 8mm
HOME MOVIES****SUBMARINE MENACE**Join our film club and own films like
the one above. Special "War Series"
in our vast range. **Send just 50p** for
membership and catalogue. Sound,
silent, black and white and colour.
Big discounts for club members.
Barclaycard / Access welcome —
just quote your number.
We export worldwide
MAILMASTER FILMS (Dept. NN)
69 Long Lane, London EC1A 9EJ**WALL SHIELDS**of
ROYAL NAVY SHIPSHand painted on wood base 6" x 7"
£5.00 incl. postage**CRESTED TIES** to your special design
(minimum 75)

Specialist experience over 85 years

C. H. MUNDAY LTD. OXFORD HOUSE
8 ST JOHN'S ROAD, ST JOHN'S, WOKING, SURREY
Phone 04862-71588**FLEMINGS OF ROSYTH**REMOVAL & CARRIER SERVICE
STORAGE FACILITIES - LOCAL AND LONG DISTANCEFREE ESTIMATES
ANYWHERE
WITH EVERY CARE**BELLEKNOWES FARM**
INVERKEITHING - FIFE
Tel. Inv. 2009, 6727, 4666**Maltatours****Visiting Malta?**Maltatours Naval Family
Reunions can bring your family
to you there at special low costs
and offer special benefits for
Group Organisers. Prices from
£85.00Find out more from
Mr. H. Robertson**ENGLISH PEWTER
ONE PINT TANKARDS**Engraved Ship, Station or Squadron
design. Minimum order 6. Discounts on
20 or over. From £5.75 (U.K. Plus 8%
VAT) Post Paid.**R. & B. INCON LTD.**
Southbourne Road
Sheffield S10 2QN
Tel. 0742 685911**A UNIQUE RECORD OF THE SHIPS
ATTENDING THE SILVER JUBILEE
REVIEW:****NAVY ON REVIEW '77**The World Ship Society is pleased to announce a pictorial record of the
ships attending the Silver Jubilee Review of the Fleet**NAVY ON REVIEW '77**
contains 164 photographs depicting every naval vessel present and most
of the mercantile representatives.Available at £1.35 + 15p postage (\$3.00 overseas) from
64, Kimberley Road, West Croydon, Surrey, CR0 2PU,
England.**HUXFORD
INSTANT
HIRE**A Fiat for the
week-end £10
plus VAT
Applies to any
1,000 c.c. car
available for hire
at 8 a.m. on
SaturdaysTel. Fareham
82811, Portsmouth
691621 or W'ville
54641**DRAFTED?**Then you will be thinking of selling or letting your
property and this is where we come in. We have
competent staff at all our branch offices able to deal with
your property whether you need a buyer or tenant.
If you wish to sell we can advise you as to the price to
ask and if necessary deal with matters in your absence.
But should you decide to let then we will find a tenant
quickly and obtain the best possible rent.**CHARTERED SURVEYORS****ESTATE AGENTS****Field Palmer Freeston**

Established 1872

PORTSMOUTH OFFICE: 28, Hampshire Terrace
FAREHAM OFFICE: 203, West Street
NORTH END OFFICE: 173, London Road
WATERLOOVILLE OFFICE: 51, London RoadTel. Portsmouth 25641
Tel. Fareham 88241
Tel. Portsmouth 68526
Tel. Waterlooville 2314**EMBROIDERED BLAZER BADGES**

in Wire or Silk, any design

WOVEN MOTIF CLUB TIES

a speciality

Handpainted WALL PLAQUES

Prices from £4.85

Packing and postage to U.K. address 25p extra

SEND S.A.E. FOR ILLUSTRATED BROCHURE

GREENBURGH (Gosport) LTD.

Tel. 81804

47, HIGH STREET, GOSPORT, HANTS.

**WELLS CATHEDRAL
SCHOOL**
WELLS, SOMERSETCo-educational
Boarding and DayAnnual Entrance and Scholar-
ship tests and interviews will be
held for the main ordinary
academic entry on Saturday, 25th
February, 1978. Four academic
scholarships will be offered to
those under 14 and over 10.6 on
1st September: value according to
parents' income, but up to two
thirds fees.Auditions for specialist perfor-
mers' course in strings or for
serious music course will be held
over the same week-end.
Instrumental training for these 60
boys and girls is integrated within
the normal curriculum. Grants are
available to the most outstanding.There are just over 600 from 7
to 18; more than half are boarders.
There is a Sixth Form of 90 taking
a full range of 'A' Level courses;
about half go to university, includ-
ing several to Oxford and Cam-
bridge.For further details write to Head
Master.**MINIATURE MEDALS**Any set of Miniature Medals can be
supplied. They are not expensive. The
set 1939-45 Star/Atlantic Star/Defence
Medal/War Medal mounted on a brooch
ready to wear costs £7.00. Send for
quotation. We can supply medal
brooches for you to mount your own full
size medals. Full size medal ribbon 3p
inch, ribbon bars, either pin type or on
canvass for sewing on to uniform, 10p per
ribbon. Blazer badges in wire and silk.
All prices include VAT and postage.
Enquiries, with stamp, to:**ROBERT ANDREW
LTD.**3A, Manchester Street
OLDHAM, Lancs.**SERVICE PATTERN
WOOLLY-PULLIES
THROUGH BERNARDS**100% all pure wool with reinforced
shoulders and elbows. Sizes 38, 40, 42
and 44" Navy Blue and Air Force Blue,
ideal for the Outdoor Man now autumn's
here.

£9.25 Post paid

**C. H. BERNARD
& SONS LTD.**
Anglia House, Harwich
Essex CO12 3NT**TIES·BADGES·TROPHIES**
STICKERS·PENNANTS·T-SHIRTS
WRITE FOR
CATALOGUE
ALEC BROOKA.D.B. (London) Ltd.
Dept. NN, 31, Ebury Street,
Victoria, London SW1 W0NZ
Tel.: 01-730 0384**Whiteheads**

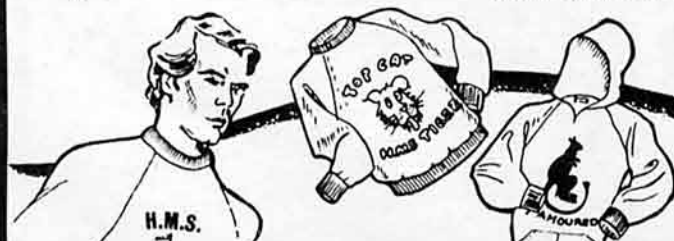
PROFESSIONALS IN PROPERTY SINCE 1899

We are not far away.
Call or 'phone us at154 London Rd., North End
Tel. Portsmouth 6881169 London Road
Tel. Waterlooville 26165 West Street
Tel. Havant 730217 Elm Grove
Tel. Hayling Island 3981also at
Park Gate and Petersfield

20 offices in the South

AUCTIONEERS SURVEYORS VALUERS ESTATE AGENTS
Established 1881**PUTTOCK**123 High Street, Gosport
Phone Gosport 8224533 Middle Road, Park Gate
Phone Locks Heath 2658118/120 High Street,
Lee-on-the-Solent
Phone Lee-on-the-Solent
55013938a Portsmouth Road,
Woolston, Southampton.
Phone Southampton
448146**CURTISS
& SONS LTD.****A HOUSEHOLD WORD
FOR REMOVALS**We've been moving the Navy for years —
around the U.K. and across the World.
And apart from the regular European road
removals, Curtiss also offer packing,
shipping and palletised container storage.So for a complete service, contact the
household word for removals — Curtiss.**Curtiss & Sons Ltd, 63 Marmion Road**
Portsmouth (0705) 21515**T-Shirts**

Long & Short Sleeved

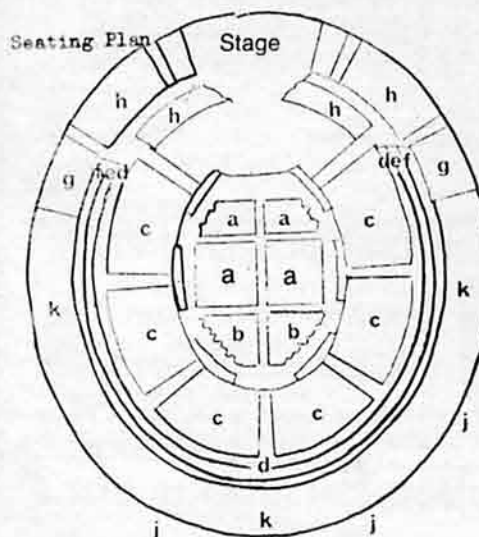
EXCLUSIVECUSTOM PRINTED GARMENTS MADE IN
OUR LONDON FACTORY**Sweat Shirts**Heavyweight
Fleecy Lined
Also with HoodWrite or Phone for Brochure to **MILLSHORE DESIGNS LTD.**

90 Wellington Street, Kettering, Northamptonshire M16 8RQ. Tel.: Kettering (0536) 82483

Our Art Service is at
your disposal

THE SEVENTH ANNUAL CONCERT BY THE MASSED BANDS OF HER MAJESTY'S ROYAL MARINES THE ROYAL ALBERT HALL

Tuesday 7th February 1978 at 7.30 p.m.



PRICES

a. Arena	£2.75
b. Arena	£2.25
c. Stalls	£3.25
d. Loggia (10 seats per box)	£3.75
e. Grand Tier (10 seats per box)	£4.00
f. Second Tier (5 seats per box)	£2.25
g. Balcony	£0.75
h. Middle and Upper Orchestra	£1.50
j. Gallery	£0.50
k. Balcony	£1.50

The concert is in aid of the Malcolm Sargent Cancer Fund for Children and Royal Naval and Royal Marines Charities

Tickets may be ordered from: **Royal Marines Concert Office**
Royal Marines School of Music
Deal, Kent
Telephone Deal 62121

Cheques and postal orders should be crossed and made payable to "The Royal Marines Concert" and a STAMPED ADDRESSED ENVELOPE enclosed for the return of the tickets

These concerts have become immensely popular in recent years and have raised considerable funds for charity, thanks mainly to the support of serving and retired members of the Naval Service. Why not, therefore, enjoy a unique and moving musical occasion and meet "old ships" as well as supporting worthwhile charities?

Daedalus team's reward

A high spot for the H.M.S. Daedalus gymnastic display team's busy season was the performance given at the home of Admiral of the Fleet the Earl Mountbatten of Burma, at Broadlands, Romsey, Hants.

To mark the retirement of the team manager, Lieut. R. Bridges, and the trainers, CPTI P. Clark and POPTI D. Thomas, Earl Mountbatten — on behalf of their manager — presented each member of the team with a track suit badge and a signed certificate.

The team, which was formed in 1973, consists of sailors with an average age of 19, mostly from the Air Engineering School, H.M.S. Daedalus, who train in their spare time. Their most spectacular routines include a series of diving vaults through a human pyramid and a double somersault. This season they have performed at 26 events throughout the South of England.

The team's new manager is Lieut. Bob Garland, who gave several of this season's commentaries.



Above: The Human Hoop routine, starring the only civilian member of the team, 15-year-old Andrea Bradley, who plans to join the WRNS as soon as possible. She is supported by AE APP Steve Ashworth (left) and EA APP John Moverley, as EA APP Andy Wilson dives through the gap with team trainer CPO1 Peter Clark ready to lend a helping hand.



A proud moment for (left to right) EA APP Andy Wilson, LREM(A) Wilf Ablard, AA APP Mick Grogan, EA APP Steve Ashworth, and EA APP Norman Potts, as they receive their badges and certificates from Earl Mountbatten.

POSTAL BARGAINS FROM: PERMAPRINTS (DEPT. A.C.) P.O. Box 201, 96 Newington Green Road, London N.1

PUT COLOUR ON YOUR CHEST

* IDEAL XMAS GIFTS FROM PERMAPRINTS *

WITH PERMAPRINTS 1977 RANGE OF DESIGNS

WRITE IN FOR DETAILS



611 SIXTY NINE T-SHIRTS
Now only
£2.20 each
(or £4 any 2)



214 BIONIC COCK
Heavy Cotton Fleece Lined
SWEAT SHIRT
Only £4.20 each or £8 any 2



101 GUINNESS HOODED
SWEAT SHIRTS
Heavy cotton fleece lined
Only £5.65 each
(or £10.80 any two)



220 DRIVE ON PAVEMENT



232 REALITY



227 MILCH TRAY



115 BLACK SABBATH

ALL DESIGNS SHOWN BELOW ARE AVAILABLE ON THE ABOVE 3 GARMENTS. COLOURS: RED, YELLOW, BLUE, BLACK & WHITE. Sizes: Small, Med. and Large (611 Type T-shirts, also available in 26", 28" 30" and 32"). When ordering state size, colour and one alternative colour



169 EAGLE



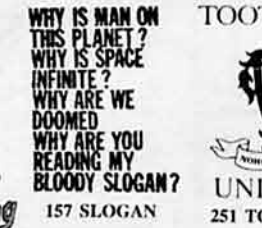
257 SMILE



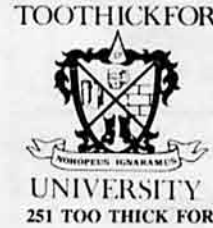
253 TITTY BUM BUM



168 WORK IS THE CURSE



157 SLOGAN



251 TOO THICK FOR



679 IDIOT



115 PATIENCE MY ASS!



250. PUNK PANTER



132 FLY UNITED



528 APOLLO



AN IDEAL GIFT
Complete with colourful T-shirt and jeans available in 2 sizes
MINI RAG (7 1/2" tall)
ONLY £2.25
GIANT RAG (15" tall)
ONLY £3.85
+ 20p p & p to total



262 ELVIS



538 SOUTHERN COMFORT

YOUR OWN DESIGN
CALLING ALL CLUBS
GROUPS, ETC., HAVE
YOUR OWN DESIGN PRINTED
ON GARMENTS (Minimum 20)



KENT & SUSSEX MOTOR CYCLE CLUB



224 WINGS



Ref. No. 3 Snoopy Calendar 20" x 30" in full colour
Only 95p + 25p p & p

PLEASE ADD the following for Postage and Packing: One garment add 25p (50p for abroad); Two or three garments add 35p (70p for abroad); For four or more garments add 45p (90p for abroad), to:

PERMAPRINTS (DEPT. NN) PO BOX 201,
96 NEWINGTON GREEN ROAD,
LONDON N1 4RR

NAME (Print clearly)

PLEASE RUSH

T-SHIRTS No(s)

SWEAT SHIRTS (No(s)

HOODED SWEATS No(s)

Sizes/Col

I enclose £

When ordering, if not enough room on order form, give full details on separate piece of paper

HELPING HANDS... HELPING HANDS... HELPING HANDS... HELPING HANDS... HELPING HANDS...

A DROP OF THE SOFT STUFF!

A timely drop of the soft stuff was good news for WTR David Kirkham as he pounded round the flight deck of H.M.S. HERMES at Bermuda. LSA Pooley is doing the pouring and SA Wilson the encouraging as David completes one of 30 laps of the flight deck. His marathon, in temperatures of 86 degrees F., amounted to about eight miles and raised £60 from sponsorship. David later presented the money to the CPO's Mess, which now has more than £300 for the Guide Dogs for the Blind organization. A third "pacer" on the marathon was SA Keeling.

□ □ □ □

"Kidnapped" trousers, swear boxes and a foreign coins pool in H.M. submarine FINWHALE produced £100 for muscular dystrophy research. The bulk of the money was collected in foreign change while the submarine was at American and West Indian ports on her three-month transatlantic deployment.



NAVY DAYS PROFITS

Naval charities benefitted by more than £54,000 from Portsmouth and Plymouth Navy Days. Although Portsmouth suffered a drop in attendance, profits were more than £24,000. Plymouth, which had a record attendance, made a record profit of at least £30,000.

□ □ □

Neptune six climb for the blind

A six-man team from H.M.S. NEPTUNE raised £140 during the annual Ben Lomond sponsorship climb in aid of the Royal Commonwealth Society for the Blind. The six were PO Doc Johnstone (R.N. Sick Quarters) and Colour Sgt. Lawrence Bell, Cpls Bill Sharp and Jim Neil and Marines Tiv Lowe and Eric Jones, all of the Royal Marines detachment, Clyde Submarine Base.

Heavy rain, poor visibility and wind gusting to force ten combined to produce appalling conditions for the 600 competitors on the mountain. Neptune finished second in the racing section, and had three runners home in the first six.

Collingwood cashes in...

Local and naval charities have frequent cause to remember the generosity of sailors serving at H.M.S. COLLINGWOOD. Not many editions of Navy News appear without some mention of money-raising activities undertaken at the Navy's Weapon and Electrical Engineering School near Fareham.

Gosport and Fareham's R.N.L.I. branch benefitted by £91 from a disco held at the establishment, and another disco night raised £90 for the Samaritans.

□ □ □

Organizations to benefit most recently have been King George's Fund for Sailors, the Queen's Silver Jubilee Appeal, the local R.N.L.I. branch, and Portsmouth and Isle of Wight Samaritans.

The establishment's autumn fair was plagued by bad

weather, but nevertheless attracted more than 2,000 people and raised nearly £2,500. This money, added to various sponsored events, has brought to about £3,400 the amount raised by Collingwood this year for Jubilee and King George's funds.

Nine stokers serving in H.M.S. LONDON walked from Portsmouth to London to present a cheque for £100 to the Great Ormond Street Hospital for Sick Children. The guided missile destroyer had raised £1,000 for the hospital's appeal, but the Marine

Engineering Department decided to make its own footslogging contribution. It is hoped the £100 will be trebled when all the walkers' sponsors have paid up.

□ □ □

R.N.L.I. received a £100 boost when eight members of the ROWNER RECREATION CENTRE darts team played a

24-hour marathon match. The eight — Colin Truman, John Sellars, Richard and David Makarewicz, Ian Kane, Keith Palmer, Paddy Perry and Robbie Robinson — finished just over 60,000 behind the Hampshire darts marathon record of 856,974.

Rowner Recreation Centre was built by the Sailors' Fund, which also financed a large extension opened recently.

... and Rock Scouts clean up

Eagle Patrol of the 8th Gibraltar Air Scouts cleaned up at H.M.S. ROOKE. Their efforts to help the Naval Patrol contributed towards the Scouts' total of £70 from their Bob-a-Job week. The Group Scout Leader is LSTD John White (right) who is serving at Rooke. The two Scouts, Kevin Donnelly (front left) and Andrew Thornton, are sons of Service personnel on the Rock, and the

four sailors with a bright, shiny Land Rover are (left to right) LREGs Paul Melhuish, William Jarvis, Kevin Riley, and MEM Derek Moth.



Exactly £100 was the sum raised by H.M.S. DEVONSHIRE for Adelaide House, London, one of the ship's special charities. Adelaide House is a home for children from broken homes and orphans. It is run by the Royal Borough of Kensington and Chelsea. The Devonshire money will be spent on

equipment for a new games room.

□ □ □

A "slim-in" while H.M.S. TORQUAY was on fish patrol lost weight for various members of the ship's company, and produced £150 for the children's ward of Torbay Hospital, Torquay.

During the Cardiff Searchlight Tattoo, members of the CARDIFF UNIT of the Royal Naval Auxiliary Service volunteered their services for the ten days of the Tattoo. They were given the job of selling programmes, and donated their earnings — £52.54 — to the Royal Naval Benevolent Trust.



Catch the "Krabbenkutter"

In superb 1:30 scale a model of a sturdy German fishing boat for you to build and enjoy. Made from the original plans and contains all the wood parts from keel to mast and the net. The finished model is suitable for remote control or motor. There is even a separate "fittings" kit with winches, lamps, etc. in plaster and turned brass!

A 48 page, full colour catalogue with details of the full range of kits is available from your local Billing stockist. Or by sending 80p direct to:- A. A. Hales Ltd., (Dept N3) P.O. Box 33, Hinckley, Leics. for list of Billing agents send SAE. Recommended retail price at time of going to press £10.75.

HALES

A. A. Hales Ltd., P.O. Box 33, Hinckley, Leicestershire

BILLING
BOATS

WHEN YOU GET OUT OF YOUR UNIFORM, WHY NOT TRY OURS FOR SIZE?

The police on the streets of London need all the help they can get.

And the kind of help they need is just the kind of help that you can give them.

Because your experience in the services will be well suited to the police force.

You need self-discipline, initiative, a sense of responsibility. You have to be alert and able to deal coolly and efficiently with absolutely any crisis situation.

(And believe us you could well come across them all in London.)

The Metropolitan Police also offers you many of the benefits you get in the services. Companionship and team spirit, help with housing and the security of knowing where your next pay day is coming from.



No wonder so many ex-service people make successful careers for themselves on the streets of London.

In the Metropolitan Police.

We'd like to see a lot more, so why not write to us.

To get into the Metropolitan Police you must be aged 18½ or over and of British nationality.

Men should be a minimum of just under 5'8" tall (172cms) and women 5'4" (162cms) or over—and, of course, intelligent, physically fit and of good character.

For full details write to the Chief Inspector, Metropolitan Police Careers Centre, Department GANN, 6 Harrow Rd, London W2 1XH.

If you would like a chat with one of our police careers advisers, why not give us a ring on 01-725 4237.



THE METROPOLITAN POLICE

HERMES CAPS THE LOT!

Whale of a time was had by all

This killer whale at Florida's Sea World set out to prove it was no land-blubber when he posed for a picture wearing the photographer's cap.

LA(Phot) Ted Tierney, serving with a detachment of 845 Naval Air Squadron in H.M.S. Hermes, did not fancy getting too close to the whale — so the cap was placed in position by the whale's trainer.

A number of the ship's company visited Sea World during a two-day excursion in Florida. The first day was occupied with a visit to Disney World.

Below: A gun booms its salute from the shore as H.M.S. Hermes, wearing the flag of Flag Officer Carriers and Amphibious Ships (Rear-Admiral W. D. M. Staveley), arrives at Mayport, Florida.



'OUTSTANDING SHIP' SAY AMERICANS

H.M.S. Hermes arrives back in Devonport this month after a Western Atlantic deployment which has taken her to Bermuda, Mayport in Florida, Norfolk in Virginia and to Lisbon on the return voyage.

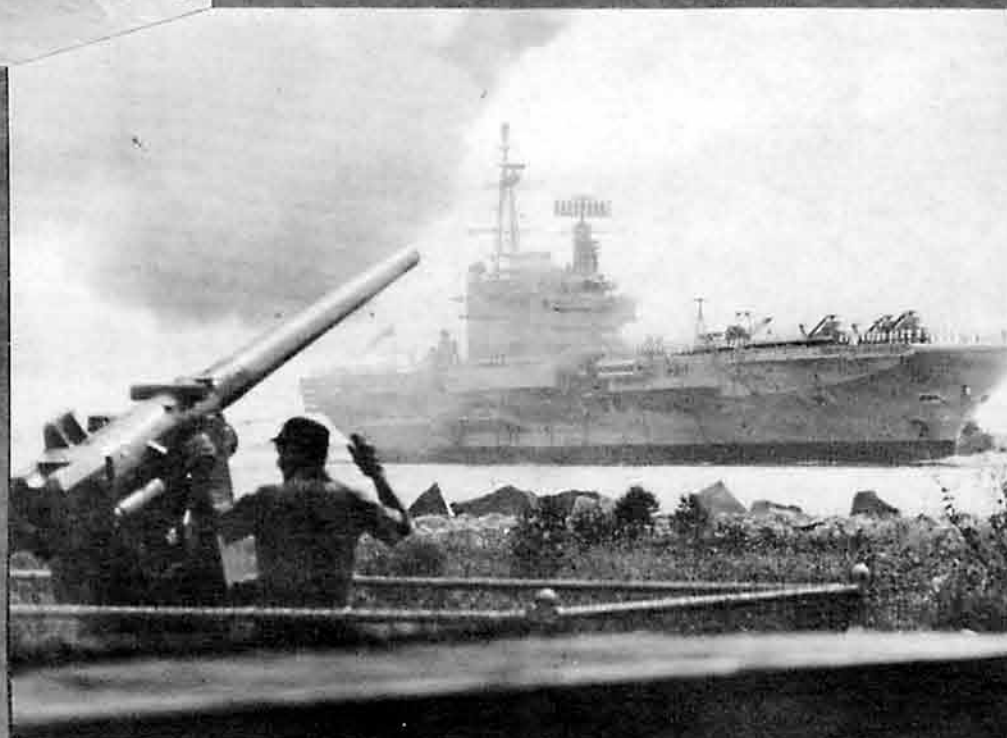
She took part in exercises with the United States Navy followed by a large NATO exercise. While she was on passage between Mayport and Norfolk, Harrier aircraft from the United States Marine Attack Squadron (No. 452) based at Cherry Point, North Carolina, operated with Sea King and Wessex 5 helicopters from the ship.

The Hermes will be the first ship

to have a squadron of Hawker Siddeley Aviation Sea Harriers and the day's operations represented further development in her role as an anti-submarine carrier.

General comment of the American ground and air crews was that the Hermes was an outstanding ship on which to work.

When the Hermes, wearing the flag of Flag Officer First Flotilla, Rear-Admiral R. R. Squires, entered Norfolk with H.M. ships Antrim, Kent, Diomedes and Arrow and R.F.A.s Tidereach and Resurgent, she was met by Norfolk's Miss Hospitality. Crests and pictures were exchanged on board.



Manoeuvres
music
and
marching

Above: Rockets shoot from a Wessex 5 during a sea day held when H.M.S. Hermes sailed from Bermuda with H.M. ships Antrim, Kent, Diomedes, Arrow and R.F.A.s Tidereach and Resurgent.

Members of the Bermuda Government, including the Governor, Sir Peter Ramsbotham, selected V.I.P.s and press representatives embarked in the Hermes toured the ship in the morning and watched a flying display, manoeuvres, firings and a five-ship replenishment at sea.

Right: Five pretty majorettes gave a special welcome to H.M.S. Hermes — and the ship's gunnery officer, Lieut. Gordon Lowrey — on arrival in Mayport with H.M.S. Antrim and R.F.A.s Tidereach and Resurgent. The girls were from a Jacksonville school, whose band gave a stirring performance, accompanied by a display by the majorettes.



PEOPLE IN THE NEWS

You could be looking at the biggest steaming boots in the Royal Navy. They are size 16, and are specially made for EMA(W) DICK MUDD, serving in H.M.S. Endurance's ship's flight at R.N. air station Portland. Also trying on a pair is Little Wilf, the ventriloquist's dummy which became a national "personality" during the "Sailor" television series about H.M.S. Ark Royal. Little Wilf's "partner", LACMN JOHN POOLEY, is now serving with the ship's flight, which will embark in the Endurance this month for a voyage lasting several months to South America, the Falkland Islands and the Antarctic peninsula.



A look at the Lynx

Looking at a Lynx lay-out is Second Officer DIANE HEAVER, Personal Assistant to the Flag Officer Naval Air Command. She was briefed on the helicopter by the senior pilot of 700L Squadron, Lieut.-Cdr. COLIN HAGUE, before he took her for a flight in the Lynx.

Picture: PO(Phot) Les Warr.

... and a kiss from Miss Piggy

Grin or grimace, Animal the Muppet seemed happy enough to be photographed with five sailors from H.M.S. Nurton when they visited the A.T.V. studios at Elstree to see a Muppet Show in the making. Animal has been adopted by the Nurton as her mascot.

The five — from left to right LRO(G) STEVE WHITING, LCK RAY POLLOCK, CEM1 PHIL MACHIN, AB(W) BLUE BRASSINGTON AND REM1 BARNEY BARNUM — had a rare look behind the scenes with Jim Henson, the man who created the Muppets, produces the show and is the voice behind Kermit the frog and Rolf the canine piano player. Visitors are not normally allowed on the Muppet sets.

For the men from Nurton (known as "U.S.S." Nurton to her company — "usually sails Saturdays") there was also a kiss from the ... er, beautiful Miss Piggy!

Man in a woman's world



Man in a woman's world is Lieut. CHRIS BARTER, secretary to the Director of the WRNS, Commandant VONLA McBRIDE, with whom he is pictured. Lieut. Barter is the first male officer to be appointed to the staff of a Director of the Women's Services.

Picture: Wren C. Whyntie.

The world's largest selling gin.



PEOPLE IN THE NEWS



No wonder **POCK TERRY DAVIDSON** looks happy. He has just received a cheque for £500 and a silver salver from broadcaster **MONTY MODLYN** (left) for finishing second in the Yeoman "Chef of the Year" competition to find the best industrial chef in Britain. PO Davidson, from the Wardroom Galley of R.N. air station Culdrose, had to plan a three course meal for 100 servings at a cost of not more than 50p a head. In the finals at a London hotel he had to prepare his main course, an apple and pork casserole.

WINGED WRENS

Four members of the WRNS proudly show their "wings" to Rear-Admiral **JOHN ROBERTS**, the Flag Officer Naval Air command. The wings, the first awarded to Wrens, were presented to them by Prince Charles at R.N. air station Yeovilton. From left to right are Wrens **JULIE DARGAN**, **ISABEL GOWEN** and **HELEN WATSON**, and LWren **KAREN NELSON**. All four have qualified as cabin attendants in naval communications aircraft, and the new flying badge has been introduced in recognition of their special qualifications.

● Earlier this year Helen acted as a stand-in for a James Bond girl during the latest 007 film, "The Spy Who Loved Me". She can be seen in the film, dressed as KGB colonel, being lowered from a helicopter to a waiting submarine.

Picture: PO Les Warr.



Hello, brother!



When Wren **BARBARA HARDING** arrived at H.M.S. Collingwood, there was a familiar face to greet her at the main gate. It was her brother, **DAVID**, an acting petty officer control electrician doing a POCELS' course at Collingwood. David has just completed two years in H.M.S. Dundas, and Barbara, who joined the Navy in March, recently finished a writers' course at H.M.S. Pembroke. While training there, she appeared at the Royal Tournament, Earl's Court, as a member of the WRNS dancing team.



Mr. **EMMANUEL FITINI**, Maltese manager of H.M.S. Leander's Naafi canteen, has completed 32 years of service, 25 of them as a manager. To mark his long involvement with Naafi, Mr. Fitini has been presented with a citation by Flag Officer Plymouth, Vice-Admiral John Forbes. During the first few months of his four years in the Leander, Mr. Fitini personally designed and rebuilt his canteen.

□ □ □ □ □

Seven prospective life-savers were put through their paces in the H.M.S. Neptune swimming pool, and subsequently achieved bronze medal awards from the Royal Life Saving Society. The seven were **MEA HINDNESS**, **OS HOY**, **AB TURNER**, **WREN JUNE SHAW**, **LA BROWN**, **PO HANRATTY**, and 16-year-old **LOTTA LEAHY**, daughter of Commodore Alan Leahy, Commodore Clyde. The candidates were trained by POPTI Jim Storey.

Didn't they do well?

Didn't they do well on Bruce's show! Lieut.-Cdr. **DEREK PULFORD**, H.M.S. Pembroke's cookery training officer, gave a demonstration of napkin folding on Bruce Forsyth's "Generation Game" television show. Assisting him at the rehearsal was Wren **ELAINE EZEKIEL**. And an additional feature of the popular Saturday night programme was the sugar-coated bust of Bruce Forsyth made by **POCK JIM JOHNSON**.

Also doing well were the Corps of Drums, the Depot, Royal Marines, which appeared in "The Generation Game" the following Saturday.

Picture: LWren (Phot) Joan Roberts.

Keith joins the Arrows

LA(Phot) **KEITH STURGE**'s "live" introduction to the Red Arrows was a dream come true. "Despite the first moments of panic, the flight was an unforgettable experience," said Keith after his high-flying act with the Royal Air Force's famous aerobatic display team.

Currently serving at H.M.S. Heron, Keith joined the Navy as a marine engineering mechanic, but retrained four years ago as a naval photographer.

Picture: CPO(Phot) S. R. Hobden.



Navy News

SUBSCRIPTION

Have your copy delivered monthly by post

ORDER NOW

Just send name, address, and cheque / P.O. for £2.00 (12 months) or £5.50 for a three-year supply. If more convenient, complete this form:

Name
Address
.....
Commencing (month)
Post your order and remittance to:

Business Manager, Navy News,
HMS Nelson, Portsmouth, PO1 3HH
(Tel. Portsmouth 26040)

Note: For subscribers overseas, including Europe, Canada, U.S.A. and Australia, the remittance, for delivery by surface mail, £2.40 for 12 months, or £7.00 for three years

NN/11/77

Experience Counts



If you'll soon be leaving the services, make the most of the training you've gained in electronics. Discover a really rewarding career as an Engineer or Technician in our Technical Services Department where experience counts.

We're always pleased to hear from trained service personnel who would like to join us working on the maintenance of a wide range of telecommunications, radar, microwave, ECM systems and all types of electronics test equipment.

As a member of Lucas Industries and one of the country's leading electronics

companies, we can offer you a secure, well-paid job, with a progressive and well defined career path.

Why not spend your pre-terminal leave with us and be introduced to the company?

Find out more about a worthwhile career by contacting:
R. F. Honnor, Personnel Manager,
G & E Bradley Limited
Electral House, Neasden Lane,
London NW10 1RR
01-450 7811

Bradley Electronics

Join Ferranti Digital Systems Division, front runners in computer technology.

The Digital Systems Division is involved in a wide range of major projects for a variety of users in the Defence and Commercial fields. We have a number of vacancies for:

Quality Engineers

System Quality Assurance Acceptance

Prime responsibility is for the acceptance of complete systems, prior to delivery. The work involves close liaison with Project and Commissioning Engineers during the commissioning phase leading up to quality assurance acceptance, liaison with Programmers leading up to test programme acceptance, and dealing direct with customer quality assurance representatives.

Applications are invited from Engineers with Computer/Data Processing experience preferably qualified to H.N.C. level. A quality assurance background would be an added advantage. (Ref. No. D/672/ NN)

Assembly Quality Assurance Test

The work consists of the testing of prototype and production major assemblies and sub-assemblies to specification. The range of equipments includes Power Supply Units, Control Panels, Memory Systems and Multi-

layer Printed Circuit Panels incorporating the latest digital and analogue circuit techniques.

The positions offer opportunities to technicians of O.N.C. standard to widen their experience in the Computer/Data Processing field, together with prospects for advancement in quality assurance. (Ref. No. D/673/ NN)

Electrical Instrument Calibration

A Quality Engineer is required to join a small team of specialists responsible for planned maintenance and calibration of Measuring Instruments and Custom-built Test Equipment used in the Laboratories and Production areas. Candidates should be qualified to O.N.C. level and have at least two years' experience of the maintenance and calibration of modern measuring instruments. (Ref. No. D/674/ NN)

If you are interested please ring Lynne Webb on Bracknell 3232, ext. 471, Recruitment Office, or write quoting the appropriate ref. no. to: The Personnel Officer, Ferranti Limited, Western Road, Bracknell, Berkshire.

FERRANTI
Selling Technology



More letters

Cheque out that pint!

May I help POWTR J. W. Bowell on one or two of the points raised in his letter (October issue) concerning banking facilities.

Yes, PO, we are aware of the problems and, in fact, in Chatham we are open two hours a day, three days a week for full banking advice, including welfare and investment advice — not just cheque cashing.

There has never been a limit on the amount of the cheque depending on rate or rank, but it would help us to help you if anyone wanting to cash cheques would make prior arrangements with his bank at home for a definite amount or top limit per week to be drawn through your nearest sub-branch in the establishment. This would cut out the need for phone calls and enable my people to cash your cheque in ten seconds flat.

H.M.S. Diomedé is an old friend of ours in Chatham. Try me, Mr. Bowell. If it takes longer, I'll buy you a pint.

R. G. Woods

Manager,
National Westminster Bank,
Chatham.

Save the

Ark . . .

I completely agree with Mr. D. Chitty and Mr. G. Brammall that H.M.S. Ark Royal should be made a floating museum when she is taken out of active service at the end of next year.

I am therefore producing a petition and if anyone would like to take some around and would send me a stamped, self-addressed foolscap envelope I would be glad to send them some forms.

Richard Crease

Laurelhurst,
Tenterden,
Kent.

Continued from
Pages 6 and 7

. . . and

Hermes!

A number of your correspondents have expressed the opinion that, were a fairy god-mother to grant them one wish that they could bring about the preservation of one present warship, H.M.S. Ark Royal would be the choice.

I would demur because the cost would be prohibitive, there would be the question of where to keep such a large ship, and a large part of the Ark is not "original" as parts of H.M.S. Eagle have been used in a process of "cannibalization."

Appreciating that, owing to the scrapping of H.M.S. Vanguard, H.M.S. Belfast has had to represent both the battleship and cruiser "big gun" classes and that the smaller classes such as frigates and corvettes find their example in H.M.S. Cavalier, I would suggest that a more logical selection for the aircraft carriers would be H.M.S. Hermes, truly the last aircraft carrier in the classical idiom.

Not only has the Hermes been altered the least, but her 1959 date is four years later than the Ark Royal, she is smaller and would have a longer life expectancy. If not the Hermes, then I would put forward the claims of the hulk of the Eagle or H.M.S. Bulwark as they have direct operation action in anger to their credit.

Personally, if a fairy god-mother let me preserve a warship, regretting that H.M.S. Lion is no longer available to represent the last true cruiser, I would select H.M.S. Hampshire, the Mark I County class warship with the greatest number of guns, although she so aptly represents the classic design of post-war warship.

James Witham

Bromley,
Kent.

Chiefs get ■ younger

"Has there ever been a younger chief?" asked B. R. Iles in the October issue. There most certainly has.

I would not claim to be the youngest CPO rated in the Royal Navy, as most records can be broken but I was rated in H.M.S. Gambia on March 14, 1943, at the age of 22 years six months and two weeks. A man named Linsley, who was within a month or two of my age, was rated at the same time.

I have been associated with the Sea Cadet Corps since leaving the Service and have completed more than 31 years with that organization. It is an interesting point that in T.S. Jupiter there are five members who have been awarded the Cadet Forces Medal with one bar.

A. Robinson

Middlesbrough,
Cleveland.

. . . and younger

I was rated CPO and MEA(P)1 on January 1 1971 while serving in H.M.S. Cochrane. At that time I was 22 years 11 months. However, I am certain there are other artificers rated CPO at a younger age.

R. J. Arthur
CMEAP

R.N. Company,
R.M. Poole.

. . . and younger

The youngest chief question presumably depends on the generation to which you belong. I was rated up from 5th class ERA to Acting 4th Class on January 1, 1931, at the age of 21 years and five days, having then the uniform of a chief petty officer.

L. H. B. Day
Lieut. (retd.)

Plymouth.

. . . and younger

I was rated AA3 on December 7 1944, aged 23 years 15 days, and my seniority was backdated to July 1 1944.

I became a Chief AA on July 1 1946, aged 24 years 7 months, and a WO in 1948, aged 26 (knocking 27). How's that?

E. W. Whitley
Lieut.-Cdr (retd.)

Rushden,
Northants.

New rig not ■ so special

The old uniform is a recognized good run ashore rig which every foreigner recognizes as the British naval uniform.

I am proud to be British, but the new rig looks like a lot of other naval uniforms. It also looks effeminate and I have not yet met anyone who likes it.

Why not keep the old rig, traditional as it is, and British.

AB Gill
H.M.S. Hecla

DIVERS' ROLL OF HONOUR

The Diving Section of H.M.S. Vernon is preparing a record of diving and bomb disposal awards made to members of the Royal Navy. This is to be displayed in Vernon, where young divers under training will be able to read it and appreciate the importance of the branch they are joining and the high standard of professionalism reached by men of the branch.

Many names and awards are already listed, but to ensure that the list is as comprehensive as possible Navy News readers who have received these awards are invited to send details to Vernon. It would also be appreciated if they would mention awards which they know were made to colleagues. Commendations are not being included because of the large number which has been made.

The information should be sent to Deepwater Divisional Office, H.M.S. Vernon, Portsmouth.

to the Editor

High-flying ■ mace

Concerning "High-flying mace" (August), I can assure you that it is a physical impossibility for anyone to have thrown the mace over the main gate of R.N.B., Portsmouth.

It isn't the height — that would be no problem — but the width is such that the mace would have to go at least 80 ft. into the air to enable the drum major to catch it on the other side (continuing to march at 110 paces a minute).

I knew Wally Hammond

myself — he took over from LS Buster Brown — and neither of them ever attempted to put the mace over the main gate. I served with the Portsmouth Bluejacket Band from 1952-55.

D. F. Jacobs
Ex-POGI

Bridgetown,
Barbados

Could we please bury the myth of the high-flying mace? As a member of the B.J.B. (Portsmouth) at various times between 1932 and 1952, I can assure you that this feat would have been impossible. The gates were always open when the band

marched in or out and above them was a brickwork arch too high for any drum major to throw his mace over.

H. N. Troke
Ex-TC

Bath,
Avon.

Hotel for ■ the R.N.

As several letters in your columns have indicated, naval personnel using the Hotel for the Royal Navy at Weymouth have been complimentary about the

service provided.

We have found, however, that although the hotel is well used during the summer, usage during the winter months has fallen off dramatically. In the interests of economy, my committee has therefore reluctantly decided to close the hotel for two months from Saturday, December 3 to Saturday, January 28.

While writing, may I make it clear that the hotel is for serving and ex-service officers and ratings of the R.N., R.M., and W.R.N.S. and their families. Some retired personnel have been mistaken in thinking that "Hotel for the Royal Navy"

means for regular personnel only. In fact the major users are ex-service personnel.

Edgar G. Brown
Capt.
Chairman, Management Com-
mittee,
Hotel for the Royal Navy

Rothesay's ■ T.S. link

On behalf of all of us at T.S. Goodwin, Richmond, Surrey, I would like to take the opportunity to thank the commanding officer of our affiliated ship,

H.M.S. Rothesay, Cdr. N. C. James, Lieut. Laurie Willcocks, our liaison officer, and the ship's company, for all the help and interest shown us during the past two years.

Without their co-operation our affiliation would not have been the success it has been. Thank you and good luck in your new ships. We are sorry to lose you.

Lt. J. Smith R.N.R.
Commanding Officer
H.M.S. Rothesay S.C.C.

ACT TODAY

for a

BETTER TOMORROW

We manufacture the finest range of portable Fire Extinguishers in the world. Our Multi-Purpose Dry Powder Extinguishers are unique, but our latest development is even more exciting. Recently, we launched a Smoke and Heat Detector, which will boost an already successful year.

WE OFFER YOU: An opportunity to earn at least £5,000 in your first year. After that, the sky's the limit!

HOW: Continuous training, which is both interesting and comprehensive AT OUR EXPENSE. Guaranteed territory near your home.

PLUS: Free overseas holidays and an excellent pension scheme ... which all adds up to security, outstanding prospects and complete job satisfaction.

All we ask is that you be aged 25-50, enjoy good health, possess a friendly but strong personality, and are seeking a permanent career.

If you think this is too good to be true, do you know of anyone who can't have a fire? Act now — write to: **ROY EDWARDS, SALES TRAINING MANAGER, NU-SWIFT INTERNATIONAL LIMITED, ELLAND, YORKSHIRE**, who will welcome applications from either sex.

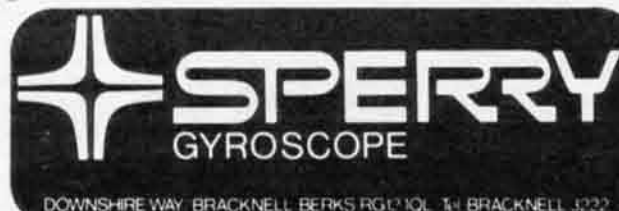
Technician Engineers, Engineering Technicians, Authors, Test Engineers and Testers



Sperry Gyroscope's continued expansion has created vacancies for technically experienced personnel to take up positions in research and development, reliability, quality assurance, inspection and test methods, test engineering and technical publications. All positions are particularly suitable to individuals with a Forces background.

Sperry is a major supplier of defence systems equipment operating at the forefront of technology and innovation and offers competitive salaries and fringe benefits which include free life assurance, contributory pension scheme, sick pay, twenty days holiday plus seven public holidays, overtime payments for monthly staff, sick pay, sports and social facilities. Development Corporation housing may be available.

Requests for application forms should be addressed in the first instance to Stephanie Wasnidge, Personnel Dept., or telephone Bracknell (0344) 3222.



Does the prospect of

CIVVY STREET

worry you?

Many of our current staff are ex-Service personnel, so we know from first-hand experience that the transition from Service life to civilian life is a very real worry. What job can I do? Where shall I live? Will I fit in? Can I make the grade? It's a big step to make — and it isn't surprising that questions like these are uppermost in your mind as your time of release draws closer.

We can help to relieve you of some of these worries. We can help you to line up a new job and a new place to live well before your ROD. We can show you how your resettlement period can be used for induction, so that the change in your life is less traumatic and you have time to adjust to a completely new environment. But, above all, we speak **your** language.

We offer facilities similar to those you have known in the Services, both at work and in terms of sports and social activities.

Why not complete the form below and find out just how we can help you?

If you are currently involved in any of the following, we want to hear from you.

Radar	Servicing Manual Writing/Authorship
Systems Control	HF/VHF/UHF/SHF Communications
Specification Testing	Guided Weapon Systems
Logistics/Spares	Functional Test
Instructors (Electronic)	Field Trials
Base Workshop Repair (2nd/3rd Line)	Computers

BAC STEVENAGE - DATA SLIP

Name _____
Service rank _____ Trade _____
Address _____
Age _____ Married/Single _____ Release date _____
Qualifications _____
Residential status — Buying/Renting/Undecided _____
Type of job desired _____
Are you willing to work overseas? _____
What salary do you hope for _____

Ref. D212, Personnel & Training Dept., British Aircraft Corporation,
Guided Weapons Division, Stevenage, Herts, SG1 2DA

British Aircraft Corporation...
a **BRITISH AEROSPACE** company

NEWSAGENTS MANAGER A. G. FRY

An expanding Company with branches throughout the country have vacancies for

Branch Managers and Wives

Why not start a new career with good wages, rent free accommodation and promotion prospects.

E.V.T. Courses can be arranged. Please contact your Recruitment Officer and write to our General Manager to arrange for an interview

General Manager
A. G. FRY
426, Salisbury House
London Wall, E.C.2

Licence without type rating

Southall College of Technology is offering four-week resettlement courses in February, June and November 1978 leading to the Licence Without Type Rating in categories A, C, X and R. Courses are also being offered to cover all options of the AEC Pt. I Course. Enrolment details from Mr. T. Wooldridge, Dept. of Aeronautical Engineering and Air Transport, Southall College of Technology, Beaconsfield Road, Southall, Middx. UB1 1DP.

A Company operating over twenty newsagent shops in the Greater London area is rapidly expanding and requires husband and wife teams to manage the Branches.

Full training is provided.

The basic combined salary for a Management Team is £3,750 - £4,000 p.a. with the opportunity to earn an additional annual bonus of £600 - £800. Free accommodation or an allowance in lieu is provided.

Apply to: **Tower Newsagents Ltd.**,
86, Camberwell Road
LONDON, SE5 0EH

Fork Lift Truck Fitter

A vacancy has arisen for a mechanical FITTER in our Fork Lift Truck Department. You should have an approved apprenticeship and a number of years' experience of mechanical fork lift trucks of modern design. 40 hour week 7.45 a.m. to 4.30 p.m., Monday to Friday. £67.30 per week including Supplement 1.

There are lots of benefits including a staff shop with discounts on all food products, a super subsidized restaurant, pension fund, welfare facilities and a Sports & Social Club, etc.

If you would like more details why not phone Maureen Denson, Recruitment Officer on 01-578 2345 or write to her for an application form to Lyons Tetley Limited, 327-347, Oldfield Lane, Greenford, Middlesex.



*Lyons
Tetley*

FREE TRAINING COURSES

YOUR WAY TO A CAREER IN TECHNICAL WRITING

offering:
immense job satisfaction,
the opportunity for self-expression,
and the added benefit of a top salary scale,
is via our
Government sponsored
TECHNICAL AUTHORSHIP COURSES
with Tax-Free Allowances

Write NOW for details, quoting Ref.: 1209/100/B2
TECHNICAL SERVICES (Ramsey) LTD.
108 HIGH ST., RAMSEY, CAMBS, PE17 1BS
Tel.: Ramsey (0487) 812596 or 812988

EWS

are pleased to announce..

FREE full-time 6-week Courses to prepare trade technicians about to leave the Services for a civilian career in Technical Authorship.
Available for sponsorship under the Government's Training Opportunities Scheme (TOPS).
Assistance will be given when seeking employment in the Technical Publications Industry.
A fully-descriptive brochure will be sent on request by return post. Write or telephone:



Training Marketing Manager, EWS Technivision Ltd.,
High Walls, East Street, Fareham, 2336

LEAVING THE SERVICE? TAKE COURAGE!

We are one of the Country's leading Brewing Groups and can offer rewarding careers in Public House Management. Many ex-service personnel are already serving happily with us. We offer: Good pay and conditions and full training, an interesting and progressive career.

If you are due to leave the service in the next 12 months, why not contact us for full details.

Write in first instance to:

Mr. G. N. Linley, Deputy Retail Trade Manager,
Courage (Western) Ltd.
G.P.O. Box 85, Bedminster, Bristol BS99 7BT



Due to leave the Service?



Build your career with Plessey Marine

The Plessey Marine Research Unit at Templecombe, Somerset, is engaged at the forefront in research and development of advanced sonar systems and a wide range of marine electronics.

Plessey is a prime contractor to the Royal Navy and supplies marine systems and equipment to the navies of the world.

Weapon Systems Evaluation

The job involves working on the tactical and operational use of military marine systems. Liaising with project teams, you will evaluate system concepts and optimise designs for various tactical scenarios.

Candidates should be educated to at least HNC level and have a number of years' experience. Ref. WSE/NN.

Development and Documentation

A number of engineers are required to evaluate proposed design changes to marine systems and subsequently to modify existing equipments where necessary. This includes the preparation of all relevant documentation.

Relevant experience is of far greater importance than formal qualifications. Ref. DD/NN.

Test, Installation and Commissioning

to work on systems/sub-systems test and the installation and commissioning of various equipments. Relevant experience of analogue or digital systems could be of more value than formal qualifications. Ref. TI/NN.



PLESSEY

The Unit is situated close to the country towns of Yeovil, Sherborne, Wincanton and the Dorset Coast. Local education facilities are excellent and a range of reasonably priced housing is available. Competitive starting salaries will be negotiated in line with experience, qualifications and level of appointment. Generous assistance will be given with relocation expenses, temporary lodging and travel. Applications are invited from men and women. Please telephone or write giving brief career details and quoting the appropriate reference to Stuart Carter, Personnel Manager, Plessey Marine Research Unit, Wilkinthorpe House, Templecombe, Somerset. Tel: Templecombe (0963 7) 551.

NEW! NEW! NEW! NEW ERA SERVICES

RON ALDERTON

invites technical personnel about to leave H.M. Forces to consult him about employment in industry. Send the coupon below to his new Recruitment Agency,

**NEW ERA SERVICES, 8 Whytefield Road,
Ramsey, Huntingdon, Cambs, PE17 1AQ**

Tel.: Ramsey (0487) 813030

for details and application form. You are assured of efficient and effective attention — and there is no charge!

Please send me an application form for your Recruitment service:

Rank..... Name

Address

Design/ Development Engineers — ELECTRONIC —

To join a team working on Feasibility Study and design phases of Computer based Control Systems to Ministry of Defence Standards.

Applicants, male or female, should have several years' experience in Circuit Design and Systems Concepts and be equally capable of Paper Study, Practical Design and Proving of Circuits and Modules — some experience in the application of Micro-processors would be of advantage.

We have both Senior Design and Design Engineer appointments and applicants should be qualified to HNC/HND or graduate standard in Electronics, but a high degree of relevant recent experience would be considered an alternative.

**THORN
AUTOMATION**

Applications should be made to:

Personnel Office:
Beech Avenue
New Basford
Nottingham.
Tel.: Nottingham 76123

ELECTRICAL/ELECTRONICS TECHNICIANS

**Before you sign on
for two years with Lockheed,
you'd better start thinking
what you'll do with the money.**



For an electronics or electrical technician who's done a stint in the forces, working on a Lockheed contract in Saudi Arabia is a real home from home.

As you can see, just about everything's the same.

HM Forces

Type of work Radio Relay, Computers, Calibration, Ground Radio, Refrigeration/AC, Terminal Equipment, ATC Radar, Electrical Power Production

Accommodation Free

Food Free

Laundry Free

Social life Plenty of recreational facilities, and people with your own background and interests

Lockheed in Saudi Arabia

Type of work Radio Relay, Computers, Calibration, Ground Radio, Refrigeration/AC, Terminal Equipment, ATC Radar, Electrical Power Production

Accommodation Free

Food Free

Laundry Free

Social life Plenty of recreational facilities, and people with your own background and interests.

But there's one important thing that's not the same. The Money.

On a two year contract, you'd come home with between £12,900 and £14,600 tucked away in the bank. That's what you'd earn — and that's what you could keep. Because your salary's tax free. And everything else is free, bachelor accommodation, food and laundry, medical and life assurance, even two return flights to the UK each year.

So with all that money at your disposal, you'll have a lot of thinking to do.

Once you've filled in the coupon, why not make a start?

Send your coupon to the Recruitment Officer, International Aeradio Limited, Aeradio House, Hayes Road, Southall, Middlesex. Or phone 01-571 0678 or 1808, or 01-572 9894.

A secure career + Management Prospects

Leaving the Service? Then this is your opportunity to start a new career, that is not only extremely rewarding, but offers excellent prospects for promotion to management level.

The L.I.S. Group of Companies, specialists in Life Assurance — Finance — Investment — Mortgages, offer all personnel a chance to join the many successful ex-Servicemen in the Insurance industry and within our Group.

Why not contact our Recruiting Manager and let him explain how YOU could become a member of one of today's most progressive companies in the field of Broking, Investment and Finance.

We would very much like to talk to you so write or telephone, or complete the coupon below.

To: The L.I.S. Group of Companies
Coltishall Hall,
Coltishall, Norwich, Norfolk, NR12 7AG
Tel. Coltishall 771

Please send me details of the opportunities available with the L.I.S. Group

Name..... Age.....

Address

Area in which work required

Date of leaving the Service

I'm already thinking about how I could use all that money. Please tell me more about how I can earn it.

Name

Phone

Address

My electronics/electrical experience in the
Forces includes



Ref: NN

OPERATORS LEAVING THE NAVY SOON?

Then contact
The Three Tees Agency
and let your
Service Skills pay in Civvy Street

The Three Tees Agency serves 6,000 companies and deals solely with vacancies for Telephone, Telex and Teleprinter Operators.

You can be assured of a warm welcome and free advice and guidance on employment prospects in the Commercial world of Telecommunications.

If you are rusty we can give you the opportunity to brush up your operating and also familiarise you with commercial routines and equipment, and then guide you to the right job, permanent or temporary.

Call, write or phone:

The Three Tees Agency,
110 Fleet Street 124 Regent Street,
London, E.C.4. London, W.1.
(01-353 3611) (01-734 0365)

20, Eastcheap,
London, E.C.3.
(01-626 0601)



Oceonics Limited at the forefront of sub-sea technology

We are a young and progressive company involved in the supply and operation of electronic oceanographic systems to the oil industry.

We require an electronic engineer, preferably experienced in advanced sonar systems and/or unmanned submersibles.

Applicants must be willing to go offshore and travel abroad. Preferred age group 22-30 years with a minimum of one qualification. Attractive salary scheme offered plus offshore allowances for this position which is based in Aberdeen.

Write to or telephone, in the first instance, Di Mitchell, 15 Bevis Marks, London EC3A 7LH.
Telephone 01-283 3667.



A PERSONAL MESSAGE FROM SECURICOR IF YOU'RE LEAVING THE FORCES.



LET'S JOIN FORCES

Your Services' background is just what we're looking for. We're Securicor, Britain's by-word for industrial security, and with 290 branches around the UK there may be vacancies in the town where you want to settle. Pay is good—you're paid in full, even while training. There's a free uniform, sick pay, pension and insurance schemes, but above all—job security. Opportunities for advancement are excellent as all promotion comes from within. Call or write to Securicor, 40 Wilton Road London SW1 (Tel: 01-834 5411) or, if you're stationed in Britain see Yellow Pages for your nearest branch. We want to hear from you.

SECURICOR
A JOB WITH SECURITY.

Sea experience?

For seamen who want to help seamen
Land yourself a rewarding job

Her Majesty's Coastguard from time to time have vacancies for men and women who have served at sea and wish to retain their close connections with it.

Coastguards play an important part in the preservation of life at sea by co-ordinating the maritime rescue services in the United Kingdom coastal waters. Those selected will have shown marked ability in their service at sea, and although full training is given on entry into HM Coastguard previous experience of Navigation and Plotting or of Maritime communications is essential and Bridge Watchkeeping experience or Offshore sailing experience is an advantage.

Rented accommodation is available and pay for the basic grade starts on a scale ranging from £2647 to £3099 plus Pay Supplements. Promotion prospects are good and promotion through three grades to District Officer (starting basic salary £3822 rising to £4621) in less than 10 years is becoming increasingly common. All Coastguard Officers become established Civil Servants after a year of satisfactory service.

Age limits are between 27 and 40, but exceptionally well qualified candidates under 27 and up to the age of 50 will be considered.

Make a wise move now by applying to: The Recruiting Officer, HM Coastguard, Sunley House, 90/93 High Holborn, London WC1V 6LP.

HM Coastguard

NAVY NEWS DISPLAY ADVERT RATES

Whole page £325
Half page £180
Quarter page £100
Single col. cm. £2
(Minimum 2.5 cms.)

For solus rates, series discounts, and other details, please write

Business Manager
NAVY NEWS
H.M.S. Nelson
Phone Portsmouth 26040, or
Naval Base 22351 (extension 24226)

UK ATOMIC ENERGY AUTHORITY CONSTABULARY

We have vacancies for

CONSTABLES

at establishments in
England & Scotland

Age: normally 19 to 35 years.*
Minimum Height: 5ft. 7in. (men), 5ft. 4in. (women).
Pay Scale: £2,570 - £3,645 p.a.
Opportunity for Overtime.
Good promotion prospects.
Free Housing or Rent Allowance.
40-Hour Week.
Contributory Pension Scheme.

* (Applicants over this age with recent service in H.M. Forces may be accepted at the Chief Constable's discretion.)

For further information write to:

The Chief Constable
UKAEA Constabulary
Building 1
AERE Harwell
Didcot, Oxon OX11 0RA



**FOR THE SAKE
OF THE
BRITISH TEA-BAG**

WE NEED YOUR SPECIAL SKILLS!

Here at the Lyons Tetley factory at Greenford, the tea and grocery producing gangs are doing a grand job. But they're not too good at fixing things when the packaging machinery gets temperamental. That's why we need the special skills of FITTERS and ELECTRICIANS to make sure that the tea-bags, Ready Brek and all the other goodies get to the British larder.

If you've served a recognised apprenticeship, or you've had several years experience on packaging machines — you're just the people we need!

Electrician (Shift Relief)

40 hour week, 8.00 a.m.-5.00 p.m. Monday to Thursday, with a 3.45 p.m. finish on Friday. Relief duties will be required on the 7.00 a.m.-3.00 p.m. and 3.00 p.m.-11.00 p.m. shifts. Earn £67.30 including Supplement 1, plus £12.26 Standby. Full allowance of £14.66 paid when on shift.

Fitter (Shift Relief)

40 hour week based on days 8.00 a.m.-4.45 p.m. Monday to Friday. Relief shifts 7.30 a.m.-3.30 p.m., or 2.30 p.m.-10.30 p.m. £67.30 basic including Supplement 1, plus £12.26 Standby allowance or full allowance of £14.85 when on shift.

Fitter — Pallet Repair Shop

40 hour week, 8.00 a.m.-5.00 p.m. Monday to Thursday and an early finish on Friday of 3.45 p.m. Basic £67.30 including Supplement 1. A recognised apprenticeship in mechanical engineering with particular emphasis on medium / heavy welding, is required.

Fitter (Pneumatics)

40 hour week: 8 a.m. till 5 p.m., Monday to Thursday with early finish Friday at 3.45 p.m. Earn £61.30 basic plus £6 supplement.

And that's not all. Working at Lyons Tetley, you'll get lots of benefits including a super staff restaurant, four weeks' holiday, pension fund, welfare facilities, sports and social club and a good discount for all Lyons products from the staff shop.

So get your special skills along to Greenford quick — before the British larder feels it!

Phone or write for an application form to: Maureen Denson, Lyons Tetley Limited, 325, Oldfield Lane, Greenford, Middlesex, UB6 0AZ.
Telephone: 01-578 2345.

**Lyons
Tetley**

Why

lose the comradeship, teamwork and sense of purpose you enjoy in the forces? They are still all there in the **Northern Ireland Prison Service**

Immediately on joining you can be earning over £3500 a year. As an ex-serviceman you possess all the qualities that go towards making a first class Prison Officer. So if you are in good health, between 21 and 45, 5' 7" or over, fill in and post the coupon and we will send you further information.

To Prison Staffing Officer, Dundonald House, Upper Newtownards Road, Belfast BT4 3SU.

Name

Address

NN

Age.....

Help us cook-up a merry Christmas at Butlin's.



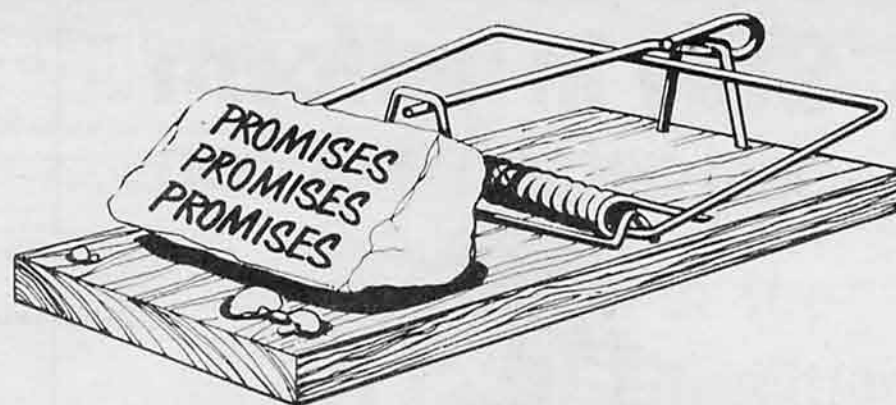
If you're a Cook, on leave this Christmas, spend it helping us at Butlin's.
You'll make friends, make merry and make money too.
We need Cooks to help with the preparation of food at our four Centres in the South.
Food, accommodation and our fabulous entertainment are all free.

Start on Friday, 23rd December or Saturday, 24th December and finish at mid-day on Wednesday, 28th December - we'll give you all the help we can with your travel arrangements and we're even running coaches from the major towns.

So join us at Christmas and we'll give you a warm welcome.

Just write for further details to: Andy Jamieson, Dept. NN, Divisional Personnel Office, Butlin's Ltd., Bognor Regis, W. Sussex. (Minimum age 18).

Butlin's



Coming Out?

HERE'S GENUINE JOB SECURITY FOR YOU

Choosing the right career in Civvy Street can be a task. That's why it's good to know the terrific opportunities open for you at Windscale & Calder, working for British Nuclear Fuels Limited. You'll have a secure job in one of Britain's most picturesque locations - the Cumbrian Coastline, half an hour's drive from the Lake District.

A satisfying, varied career with unrivalled opportunities for outdoor activities and a terrific social life.

So, if you are due to leave the Service in the next couple of months, contact us today. Don't hesitate. Find out the details. Make a fresh start - Move up to Windscale.

WE NOW HAVE VACANCIES FOR MEN & WOMEN AS:-

INSTRUMENT MECHANICS

Required for a wide range of work covering the maintenance of flow, level and pressure measuring instruments, electronic and nucleonic instruments, and complex pneumatic and electronic control systems and computers.

Approximately £62 per 40 hour, 5 day week.

Good holidays
Assisted Travel
External Education Concessions
Housing at Economical Rates
Hostel Accommodation

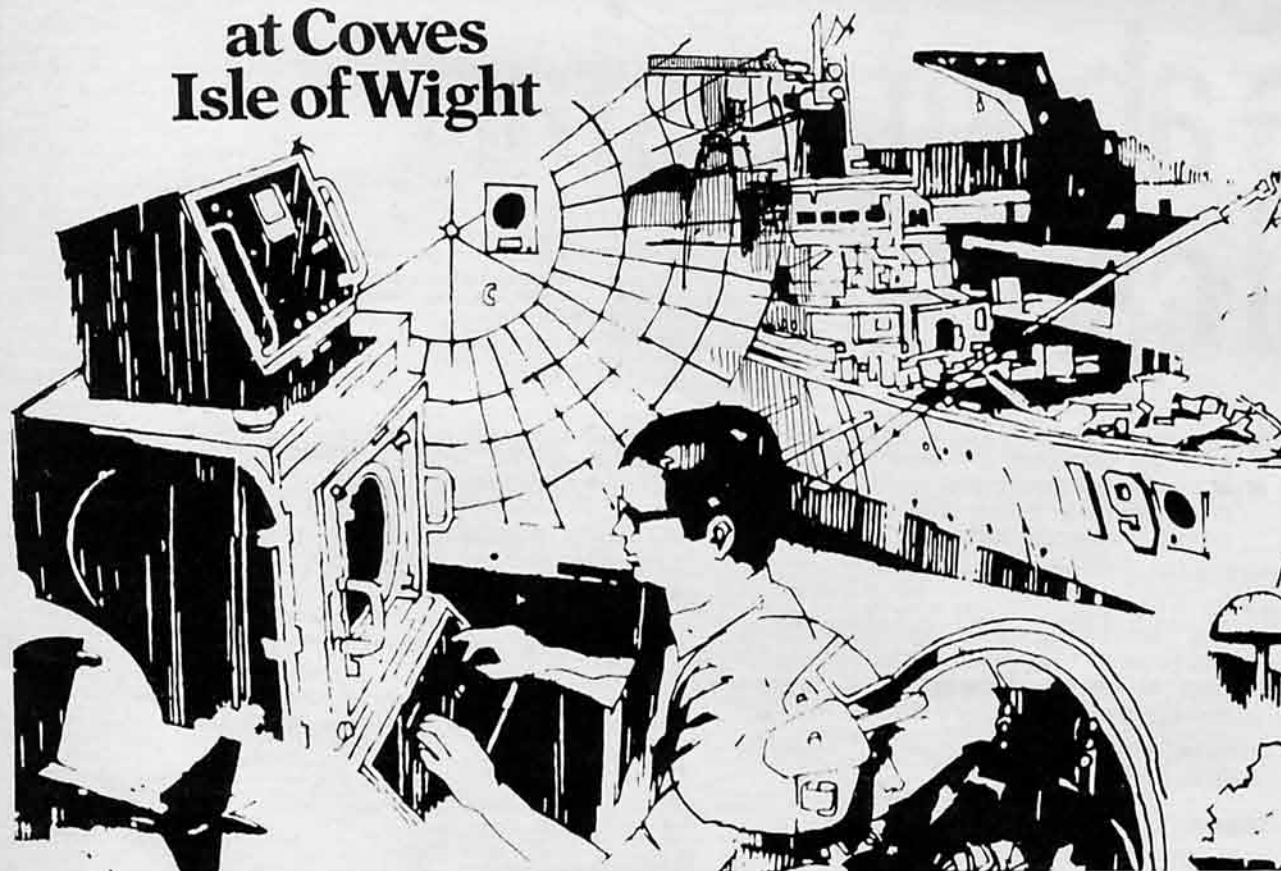
We would also welcome applications from fitters, Welders and Sheet Metal workers. Write now for an application form quoting Ref. SEF 21B to the Recruitment Officer

BRITISH NUCLEAR FUELS LTD BNFL

Windscale and Calder Works, Sellafield, Nr. Seascale, Cumbria.

Look forward to a future in Radar

at Cowes
Isle of Wight



Modern and well equipped, the Business is located in a spacious 10 acre site near Cowes.
A compact production unit provides a manufacturing resource for both new and well established radar products. The main design and development work, draughting and other associated engineering functions are all co-ordinated from the same site.

The Isle of Wight provides opportunities for a variety of leisure pursuits. Educational facilities are good and a wide selection of housing is generally available. Generous relocation benefits, including subsistence allowances, are offered to assist permanent transfer to the island.

Software Instructor

To undertake training of our customers' engineers/programmers/technicians on all aspects of software applicable to real-time radar systems covering air traffic control and associated equipments for civil and military applications.
Candidates should be qualified to HNC/HND level.

Electro-Mechanical and PCB Draughting

A number of interesting opportunities for experienced drawing office personnel to work on electronic equipment packaging and sophisticated printed circuit board layout.
A relevant qualification to at least ONC level is essential.

Salaries for these appointments will be negotiated in line with experience and qualifications.

For further information and an application form please write, giving brief career details, to E. Elsom, Personnel Resources Manager, Plessey Radar, Cowes, Isle of Wight.

 **PLESSEY**

Stay in uniform and get some action



You may feel that going back to Civvy Street means starting a dull life. Not so.

In the West Midlands Fire Service there's plenty to do. You will find yourself covering every type of fire risk and emergency rescue and equally as important more emphasis is being placed on fire prevention and fire precaution.

The equipment is sophisticated, the training arduous, the promotion prospects excellent and the rewards immense.

You will earn £2,740 p.a. to start, get excellent recreational and social facilities and be working with a great team.

If you're between 18 and 35, over 5'6" with 36" minimum chest (2" expansion) and physically fit, why not drop us a line.

Letters, from men and women, should be addressed to the Chief Officer, West Midlands Fire Service, Lancaster Circus Queensway, Birmingham B4 7DE. Please quote ref: NN

West Midlands Fire Service



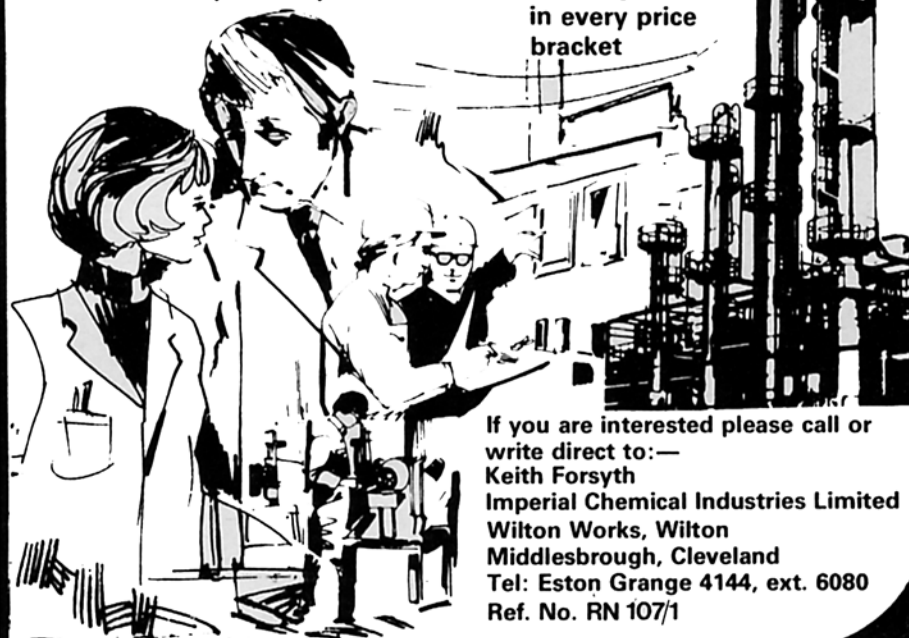
Wilton Works

Have vacancies for Service trained tradesmen/women, who have left or are about to leave service, to work as

Instrument Artificers & Maintenance Electricians

for maintenance of Petrochemical plant

- * High average earnings
- * Profit Sharing Scheme
- * Holiday Bonus
- * Pension Fund
- * Four weeks annual holiday after qualifying period
- * Eight other days, including statutory holidays
- * Excellent welfare, medical and recreation facilities
- * Easy access to coast, moor and dale
- * Convenient home-to-work travel
- * Housing available in every price bracket



If you are interested please call or write direct to:—
Keith Forsyth
Imperial Chemical Industries Limited
Wilton Works, Wilton
Middlesbrough, Cleveland
Tel: Eston Grange 4144, ext. 6080
Ref. No. RN 107/1

A thought or two for those about to start a second career

We at Marconi are involved in the design, manufacture, testing, installation and commissioning of a wide range of sophisticated systems and equipment for aerospace, military and naval use and can therefore offer to ex-Service people with relevant engineering experience, a wide range of opportunities.

Being amongst the world leaders in the development of underwater weapons, we are looking for men and women to join us on expanding programmes in this field, at

both our Stanmore and Portsmouth locations. We are also heavily committed in the development of a new generation of light-weight underwater weapons.

Our customers demand high reliability and this requires high skills. Our needs are for men or women experienced in design, development, testing, installation or commissioning of electronic or electro-mechanical defence equipment.

If you are qualified with experience, looking for the right opportunity, you will know what we've been talking about. If you join us you will enjoy excellent working conditions, competitive salaries and plenty of scope for a second career development.

In the first instance write indicating preference of site to R. J. Leggett, Marconi Space and Defence Systems Limited, The Grove, Warren Lane, Stanmore, Middlesex. Tel. 01-954 2311.

Marconi Space & Defence Systems

A GEC-Marconi Electronics Company

SPORT

Super-Doc smashes 50sec. barrier

The Navy's longest-standing sprint swimming record tumbled during the Masters Tournament in London on October 22 when Surgeon Lieut. Alex Wilson-Mills broke the 50sec. barrier in the 100yd. freestyle.

His time of 49.9sec. lifts him into the top six in the British rankings over the metric distance.

Lieut. Wilson-Mills, now serving at Arbroath with 45 Commando Group R.M., is a former Scottish international swimmer at 200m. freestyle. He captained the Scots at the Christchurch Commonwealth Games in 1974.

SURVIVED

In a sport which breaks its sprint records as quickly as it makes them, the Navy's 100yd. record has survived five long years. CPO John Blake, now serving with FMC Portsmouth, set his 50.00sec. time back in 1972.

It was the most outstanding Navy swim of its time, achieved by a man who represented Great Britain on a number of occasions.

COACH

Navy coach CPO Sandy Hindshaw was at the Marshall Street Baths when the flying doctor produced his sub-50sec. swim. He told Navy News: "Surgeon-Lieut. Wilson-Mills' split times for the first two lengths could have produced an even faster time than his record 49.9sec., but his nearest rival was six seconds behind him and all the effort had to be his."

"He can, and will, produce a faster time."

A week previously "Super-Doc," as he has been nicknamed by the Navy swimming squad, did a 49.9sec. 100yds. in a time trial. He has also recorded 54.0 sec. over the metric equivalent. The British record at 100m. freestyle is 53.2sec.

Adventure 6th and set for New Zealand

Adventure, the joint Service entry in the Whitbread Round - the - World race, finished sixth on handicap to Cape Town and is now heading, with a new crew, for Auckland.

Tenth over the line at Cape Town, Adventure might have finished even more strongly but for unfavourable winds in the final days of the leg. A large high pressure belt sat heavily on the Services yacht, slowing her down to such an extent that skipper Squadron Leader Jim Watts had to consider rationing food and water.

A day out of Cape Town rationing became a fact, with the crew restricted to half a pint of water a day.

Adventure eventually crossed the line minutes before midday on October 11, almost exactly 45 days after leaving Portsmouth.

NASTY MOMENTS

The only really nasty moments in what was otherwise a very smooth passage came ten days out of Cape Town when a small fire started in the engine.

The fire was swiftly extinguished, and the source of the trouble — a heater accidentally switched on — repaired.

Flying fish were a bit of a problem at times, specially for the deck watches at night. Jumping over the boat in the dark, they became something of an airborne threat to unprotected faces. Dolphins and whales were sighted, and the only killer whale to appear passed directly under Adventure.

Three of the crew were members of the Royal Navy: Lieut. Ed. Searle (JSSC), CY Charlie Farnes (H.M.S. Mercury) and AA1 Alan Malcolmson (707 Squadron based at Yeovilton). On the second leg, the Navy has four representatives, including a Royal Marines captain. They are Capt. Ian Leslie, R.M., Lieut. Roger Caesley, PO Tony Brown and CEMN1 Ernie Wise.

With them will be first leg crewman Flight-Lieut. Rome Ryott, who is staying in the boat as extra cover for the very tough 7,600-mile voyage to Auckland.

Adventure was one of the first across the line when the second leg started at Cape Town on October 25. She was later reported to have covered 170 miles in the first 24 hours.

BOTTOM SCRAPED

While at Cape Town, Adventure was taken out of the water for her bottom to be scraped and repainted. Crew members worked hard on hundreds of minor jobs necessary to have their yacht in top shape for the trip across the Southern Ocean.

Race managers at Portsmouth will remain in touch with Adventure through a special station set up by 30 Signal Regiment at Blandford, Dorset. Batteries permitting, three conversations a week will keep race followers in touch with Adventure's progress.

Volleyball dominated by Royals

Royal Marines teams rather dominated the final stages of the Navy's 1977 inter-unit volleyball championships. The final was an all-Marines affair, with R.M. Stonehouse beating R.M. Deal 3-1 to take the trophy.

One other Marines team, from Poole, reached the last

eight of the competition, but were knocked out by R.N. air station Culdrose. Culdrose in turn were beaten by Deal.

Other semi-finalists were Temeraire A. Heron, Excellent and RNEC Manadon. In all, 22 units were involved in the competition.



Pictured at the Joint Services Sailing Centre, Gosport, before leaving for Cape Town are members of Adventure's second leg crew. Now racing to Auckland are (back row, left to right): CEMN1 Ernie Wise (H.M.S. Vernon), PO Tony Brown (JSSC), Sgt. Ian Spilstead (Royal Military Police), SSgt. Mac McGillp (Royal Signals), and Sgt. Oggie Hearl (R.A.F.). In the front are Chief Tech. Tony Mills (R.A.F.), Capt. John Kiszely (Scots Guards), SSgt. David Leslie (skipper, REME), Lieut. Roger Caesley, R.N. (RAE, Farnborough), and Capt. Ian Leslie, R.M. (R.M.R. Tyne). Also in the crew will be Flight Lieut. Rome Ryott, a member of the Portsmouth to Cape Town crew.

Picture: LA(Phot) Jim Birmingham

Southwick Park's new trophies

Six Portsmouth area establishments have presented trophies to Southwick Park Golf Club for competitions open to any golfer in the Royal Navy. The trophies will be named after the benefactors: Dryad, Dolphin, Daedalus, Excellent, Nelson and Vernon.

So far, seven big competitions have been played at the club, which opened in the spring.

In matches against clubs as far afield as Aldershot and Bramshott Hill, Southwick won six, lost six and halved one.

Warrior win badminton

H.M.S. Warrior beat H.M.S. Seahawk in the final of the R.N. Women's annual badminton tournament, held last month at H.M.S. Mercury. Sixteen teams entered the tournament, with Daedalus, Neptune, Seahawk, Osprey, Mercury and Warrior winning through to the final stages.

H.M.S. Nelson, the hosts, won the R.N. Women's squash tournament by beating H.M.S. Heron in the final. Beaten semi-finalists were H.M.S. Warrior and H.M.S. Dryad.

The Royal Navy's fly fishermen acquitted themselves with honour at the Inter-Service championships held at Eyebrook Reservoir, Northamptonshire. The Navy team won both the team challenge shield and the cup for the best bag for the second year running.

The Navy's winning bag of 15lb. 4oz. was remarkable for its consistency: it was identical to last year's winning weight.

Most fish were caught at first light or soon after, including a fine brown trout of 3lb. 12oz. by Lieut.-Cdr. D. B. Sharpey (H.M.S. Heron) on a dunkfield.

Despite the promising start, sport during the rest of the day was spoilt by high winds which made boat fishing difficult and put the fish down.

MATCH RESULTS

Results were: 1, R.N. (15lb. 4oz.); 2, Army (12lb. 8½oz.); 3, R.A.F. (10lb. 12oz.); 4, U.S. Navy. Best bag, Lieut.-Cdr. Sharpey (5lb. 5½oz.).

Fishing for the Navy were Lieut.-Cdr. D. W. Crampton-Thomas (team captain, H.M.S. Heron), D. B. Sharpey, P. Gage (FONAC), H. Simpson (Airwork, Lee-on-Solent), G. W. P. Heard (Osprey) and J. Bird (Osprey). Capt. G. Whiteley (RMCTC Lympstone), Colour-Sgt. L. Gordon (R.M.

ANGLING

FLY TEAM REELS IN TROPHIES

Deal), COEA P. A. Hughes (SMA Portsmouth), CPOs P. Hempall (Defiance) and S. T. White (Heron), NAM Woodside (Osprey) and Cpl P. Fullwood (R.M. Reserve).

COARSE ANGLING

The fourth annual Inter-Service coarse angling championships were fished on the River Ouse at Houghton Mill, Cambridgeshire, last month. Victory, by a wide margin, went to the experienced R.A.F. team, with the Navy finishing fourth out of five.

Best placed Navy angler was team captain CREL Rab Butler (H.M.S. Norfolk), who finished tenth overall. REMN1 Paddy Dynes, also of the Norfolk, was 17th, and REMN1 George Connery (Collingwood) was 18th.

Boycott in action —on Rock—

Yorkshire County Cricket team, led by Test stars Geoff Boycott and John Hampshire, ended their season with four matches at Gibraltar against Service and local teams.

The Navy was well represented in the matches, with Navy opener RO1 Pincher Martin scoring a fine half century for Combined Services. Other Navy players in the matches were Surgeon Lieut.-Cdr. Paxton Dewar, Lieut.-Cdr. Ron Monger, Surgeon Lieut. Mike Page and REMN1 Lindsay Sothorn.

Led by REMN1 Sothorn, the Navy team enjoyed a successful season, winning the Gibraltar Senior League title and the Inter-Service competition. Of 12 matches played, eight were won, two drawn and two lost.

ELECTRONIC SERVICE ENGINEERS

Collins are acknowledged leaders in the field of space communications, and major suppliers of sophisticated avionics and telecommunications systems and equipment.

Our Service Centre, currently located near Heathrow Airport, is shortly moving to the Reading area.

We invite applications from service personnel for positions in our U.K. maintenance organisation. Previous experience in the repair and testing of airborne electronic equipment or data communication equipment would be required.

Career prospects are excellent and highly competitive salaries and fringe benefits will be offered depending on experience.

Generous relocation expenses are available for suitable applicants who would need to reside in the Home Counties West of London.

Applications for these positions should be made in writing during the six months prior to release from service commitments to:

Personnel Manager

Heathrow House
Bath Road
Cranford
Hounslow
MIDDLESEX TW5 9QW

Collins

Collins Radio Company of England Ltd

Air's k-o men get to work

Finals of the Naval Air Command novices boxing championships were held at H.M.S. Daedalus last month.

LEM Chris Croshaw (H.M.S. Daedalus) won his light heavy title with a non-stop attack on EMA Wallace (H.M.S. Culdrose) within 30 seconds. The boxer of the championship was SA John Knight (H.M.S. Daedalus), who won his welterweight title by three knockouts in three fights, all in under one minute of the first round.

The Bambara team trophy was won by H.M.S. Seahawk with 36 points. Runners-up were H.M.S. Daedalus with 28 points.

Individual winners were: EMA Johnson (H.M.S. Seahawk, flyweight); SA Alderson (H.M.S. Seahawk, featherweight); NAM Dees (H.M.S. Seahawk, lightweight); ASTD Obrian (H.M.S. Osprey, light welterweight); SA Knight (H.M.S. Daedalus, welterweight); LREM Vamplew (H.M.S. Seahawk, special middle); PO Kane (H.M.S. Seahawk, light middle); LEM Croshaw (H.M.S. Daedalus, light heavy); NAM Marsh (H.M.S. Heron, heavyweight); SRD Elliot (H.M.S. Gannet, middleweight).

SPORT

Navy challenge flops after promising start

GOLF

After an unusually successful start to the Inter-Service golf championships at Burnham and Berrow Golf Club, the Navy side fell away to finish third, writes John Weekes.

Last year the Navy did particularly badly in the forenoon foursomes; this year they were leading the R.A.F. by 3½ matches to a half at lunchtime on the first day.

All the Navy team were playing well but a fine victory by Lieut. Jim Grieve (H.M.S. Avenger) and Lieut.-Cdr. Brian Grant (R.N.H. Plymouth) is worth a special mention. In the afternoon, the story was unfortunately very different. The R.A.F. struck the ball straight and long, while the Navy became more wayward.

It was sad to watch high hopes dashed as the Navy managed only 1½ points from the singles, and to see the R.A.F. win by seven matches to five.

The last game was a battle of two veterans whose combined ages were little short of a ton. The Navy competitor was Lieut.-Cdr. Ron McLean (MOD London) and the result was, appropriately, a halved match.

LITTLE HEADWAY

Against the Army on the second day the Navy could make little headway. All the foursomes were lost and a bare 1½ points was all that could be gained from the singles. This included a fine win for Lieut. Malcolm Edmunds (H.M.S. Collingwood) over the Army champion and an excellent half for REM Ken Taylor (H.M.S. Sovereign).

The Army team was strong as ever, so perhaps the end result was predictable. However, it was still

a disappointing tournament for the Navy golfers.

The R.A.F. managed a great comeback against the Army on the third day, halved the last match on the last green and finished as joint champions with the Army.

CORNISH PASTY

Navy success at Newquay Golf Club last year in winning the Cornish Pasty competition could not be repeated. Either the opposition was stronger or the sobriety of the Navy golfers was misplaced. Anyway, despite two especially good performances by Lieut. Alan Bray (H.M.S. Antelope) and Lieut.-Cdr. Richard Moore (Portland), we did not manage to retain the Pasty trophy. As this tournament is all foursomes play, it is good practice for the Navy team and should stand the team in good stead for next year's fixtures.

CENTURION WIN

H.M.S. Centurion gave a repeat performance in the Portsmouth Inter-Establishment stroke play championship at Blackmoor Golf Club on October 6. Like last year, they were trailing at the half way stage, but were once more strongly led by CPO Mick Skyrme and eventually retained the title comfortably from H.M.S. Sultan.

Also playing well for Centurion was Lieut.-Cdr. Roger Greenwood, individual net winner on the day. Third team member (who played extremely badly) was your Navy News golf correspondent.

Another Royal for bobsleighers



New manager of the British bobsleigh team is Royal Marines Capt. Roger Spiers. He succeeds Prince Michael of Kent.

Capt. Spiers (pictured above) has been bobsleighbing for six years, and for the past three has been captain and manager of the R.N. and R.M. bobsleigh team. In 1975 he came second in the British championships and fourth in the international military championships.

Capt. Spiers was forced to retire from active bobsleighbing because of a serious injury sustained while abseiling 200ft. from a helicopter.

Now the R.M. public relations officer at the Ministry of Defence, Whitehall, he will be attempting to urge the British to bobsleighbing gold in the 1980 Winter Olympics at Lake Placid, U.S.A.

SOCCER

Raleigh's triumph

H.M.S. Raleigh's soccer team made sure of getting their name on the Navy Youth Cup when they beat H.M.S. Mercury 2-1 in the final of the knock-out competition. It was the first time in the ten-year history of the Youth Cup that Raleigh had reached the final, writes Jack Sheppard.

At senior level, the Navy Cup was being decided between H.M.S. Sultan and H.M.S. Collingwood at Sultan on November 2.

Raleigh won through to their Youth Cup final appearance by beating H.M.S. Daedalus 3-1. Mercury had to go to extra time before beating H.M.S. Caledonia 2-1 in their semi-final.

H.M.S. Galatea's progress in the senior competition ended against R.N. air station Yeovilton in the divisional semi-finals. The Galatea team put paid to cup-holders Cudrose in the first round, then went on to beat Raleigh in the next round.

QUARTER-FINALS

Divisional quarter-final results were: H.M.S. Nelson 8, H.M.S. Blake 4; Second Frigate Squadron 1, Collingwood 7; Dolphin 9, Centurion 0; Osprey 9, London 0; Pembroke 9, Falmouth 1; Dryad 1, R.M. Deal 3; Warrior 4, Norfolk 1; Sultan 4, Daedalus 2; Drake 3, Defiance 1; Yeovilton 5, RNEC Manadon 0; CTCRM 3, Stonehouse 2; Raleigh 3, Galatea 4; Repulse 4, Gannet 1.

Apart from Galatea, the only other Fleet representatives in the division semi-finals were H.M.S. Repulse. But the submariners, now refitting, were heavily beaten by Neptune, 8-0. Other results were: R.M. Deal 5, Pembroke 3; Collingwood 2, Nelson 0; CTCRM 1, Drake 5; Sultan 6, Warrior 0; Caledonia 3, Cochrane 9; Osprey 1, Dolphin 0; Yeovilton 4, Galatea 0.

Sultan's path to a first final appearance was at the expense of R.M. Deal in the divisional finals, and Yeovilton in the semi-final proper.

PENALTIES

Collingwood's route was more fraught. Wins over Osprey and Neptune were both decided on penalties after extra time. Drake and Cochrane were the other divisional finalists.

Collingwood have won the Navy Cup five times since it started in 1905, and appeared in two other finals.

Navy trials take place at Portsmouth in the first week of November. Forty-four players have been invited to show their skills as selector CPO Derek Godwin prepares to name teams to play Southampton F.C. at Victory Stadium and Sussex at Worthing, both on November 9.

HOCKEY

Portsmouth Wrens' hat-trick

Penalty flicks decided the final of the WRNS Inter-Group hockey championships at US Portsmouth on October 19. Portsmouth kept their nerve to beat Air and Scotland and so retain the title for the third successive year.

Air and Scotland were a little unlucky to lose after holding a one-goal lead for most of the game. Portsmouth equalized just before the final whistle when they were awarded a penalty flick. LWren Ethel McMahon scored for Air and Scotland, CWren Deirdre Watkinson converted the penalty for Portsmouth.

The same two scored again when the championship had to be decided on penalty flicks, with Wren Annette Ludford adding a second that was enough to keep the title in Portsmouth for a third year.

LWren McMahon scored twice and POWren Sandy Caulfield once as Air and Scotland beat R.M., Plymouth and Medway 3-0 in the opening game of the tournament.

Portsmouth went two better against the same opposition, scoring five times through Second Officer Ann Saunders, LWren Yvonne Russell (2), Wren Jan Redfern and CWren Watkinson. R.M., Plymouth and Medway replied with goals from LWren Sylvia Sim and Wren Andy Wakefield.

Thirty WRNS were selected for the Service hockey trials at R.M. Eastney on October 29.

RUGBY

EAGER U.S.N. TEAM MADE THEIR MARK

The U.S. Navy rugby team from San Diego returned home at the end of September, having made many friends during their 13-day tour with their determination to play open rugby, their uncompromising tackling and their engaging friendliness and eagerness to learn, writes Mike Vernon.

They will have picked up some useful lessons on their history-making visit and we hope they enjoyed it as much as we enjoyed having them. Any ship's rugby team looking for a game in California can be assured of a warm welcome.

Though showing signs of wear and tear, they fought bravely against R.A.F. Strike Command in their final match before succumbing 17-6, giving them an overall tour record of one win, one draw, and three losses.

DEVON

The Royal Navy team, in its only other pre-Christmas match, crashed heavily in what was, by all accounts, a good open game by 27-0 to Devon at Beacon Park, Plymouth. Your correspondent was not present at the match, being engaged in an exciting burn-up along the M5 to resume his liaison duties with the Americans at Gloucester on the occasion of the U.S. Eagles' first match. Perhaps it is as well to draw a veil over the Beacon Park proceedings and hope for better things when the campaign

opens in earnest at Bath on January 11.

NAVY CUP

The Navy Knock-out Cup is now in the throes of the preliminary rounds, with the final due to take place on December 14. The venue will depend on who the finalists turn out to be.

Rugby pundits will no doubt be able to find significance in the defeat of U.S. Portsmouth, 16-3, by Devonport Services on October 15, though the U.S. Buccaneers turned the tables even more decisively on the Devonport second string by 33-4.

Rugby Union raffle

Rugby enthusiasts, past and present, are being asked to support a raffle to raise funds for the Royal Navy Rugby Union. The RNRU influences naval rugby at all levels, and provides financial resources for the Navy's senior representative side, the Under-19 XV, ship and establishment cup competitions, and US Portsmouth and Devonport Services. Prices include a colour television set, moped, and deep freeze, and the draw takes place on January 18.

Tickets are available from: US Portsmouth; Devonport Services; C.O. R.M. Poole; Lieut.-Cdr. Bob Stephens, H.M.S. Cochrane; Lieut. Trevor Gatehouse, RNAS Yeovilton; Sub-Lieut. Mike Pearce, H.M.S. Pembroke; FCAA Tim Holt, H.M.S. Osprey.



RNEC Manadon (hooped jerseys) contest a line-out in their rugby match against BRNC Dartmouth at Dartmouth. Manadon won by 26 points to seven.

Picture: Charles Risk.

Boon leads in modern pentathlon

MEM Danny Boon (H.M.S. Falmouth) was the best placed of four naval competitors in the Metropolitan Police modern pentathlon championships.

He finished seventh, ahead of three pentathletes from H.M.S. Heron, STD J. Glenn (14th), POPT J. Munnings (27th) and LPT P. Clucas (37th). Forty-seven competitors took part.

LPT Clucas was the only one of the team not to score in the riding event. He cleared 13 of the 14 fences and looked well on the way to 1,000 or more points. Unfortunately he missed the last fence altogether and was eliminated.

FENCING

The Navy team comprehensively beat the Army in the first round of the fencing, but gave away silly hits when fatigue crept in as the event dragged on towards midnight.

Only MEM Boon and STD Glenn scored in the shooting, and LPT Clucas returned a personal best in the swimming. Boon then confirmed his good showing with an excellent run in the cross-country event that brought him 1,009 points.

PTI champion

POPTI Clive Todd (H.M.S. Caledonia) won the 1977 PTIs' golf tournament at Southwick Park, Portsmouth. Using borrowed clubs, PO Todd played well enough to beat a field of 66 current and former PTIs.

Yeovilton win

A team from R.N. air station Yeovilton won the R.N. Equestrian Association one day event at H.M.S. Dryad last month. H.M.S. Collingwood were second and H.M.S. Dryad ladies third.

Seven teams took part in the competition. Yeovilton and Dryad both entered two teams, and BRNC Dartmouth and R.M. Poole also entered teams.

SPORT

CANOEING

U.K. leads Danish marathon

Several Navy canoeists competed in the Gudena Marathon, a gruelling 120km. course that took 800 boats half-way across Denmark. Britain dominated the race from start to finish to win the Nation's Cup.

First Navy pair to finish were CREM Barry Grace (H.M.S. Dolphin) and REM Duncan Richman (R.N. Presentation Team), followed home by Lieut. Mike Barge (FO Portsmouth's Staff) and CAF Geoff Chandler (Daedalus).

Third Navy boat to finish was the K2 of REA John Reed (Yeovilton) and REA John Clemens (Seahawk); an excellent performance considering they had not paddled together before the race.

CEA2 Dave Flynn (Ajax) was the Navy's sole entry in the K1 class, but was forced to retire at the half-way stage.

v. SCOTLAND

Following good performances at the Inter-Service canoe slalom championships, four Navy paddlers were selected for the Combined Services team to canoe against Scotland.

The Scots were beaten narrowly over a rough, testing course on the River Tay at Grandtully. Taking part in the Services victory were Lieut. Clive Waghorn of H.M.S. Defiance (fourth in the Inter-Service championships), Lieut. Roger Armstrong (40 Cdo R.M., 8th), Mid Steve England (BRNC Dartmouth, 10th), and AB Richard Vincent (ex-H.M.S. Salisbury, 13th).

THIRD PLACE

In spite of some good results, the Navy could not wrest overall third place from the Army. The R.A.F. finished well clear. The R.N. C team paddled to third in the team event, and Navy champions 40 Commando to seventh place.

Other Navy team members were Lieuts. Roy Seabrook (Collingwood) and John Leggat (Fisgard), Sub-Lieuts. Euan McNair (Antelope) and Paul Green (RNEC), Mid Steve Sherwin (RNEC), MNEs Mick Coyne and Dave Payne (40 Cdo), REA3 Peter Morris (Collingwood), MEA App Tim Cockings (Caledonia) and EA App Martin Brunton (Fisgard).

CROSS-COUNTRY

Weak team fifth

The Navy's cross-country got underway against the R.A.F., Thames Valley Hare and Hounds and Oxford University at Oxford. Although weakened by a clashing fixture, the Navy did well to finish fifth out of seven teams.

AB Steve Hall (H.M.S. Nelson) was the first Navy runner home, finishing in 15th place. UY Adrian Hobbs (Caledonia) and CPO Keith Cawley (Raleigh) were 40 seconds behind in 22nd and 24th positions.

NELSON WIN

H.M.S. Nelson dominated the autumn Portsmouth Command cross-country championships held on October 12 at H.M.S. Mercury. AB Hall won comfortably in 29min. 6sec., followed by PO Terry Osborne and PO Andy Cullen. Nelson runners finished in 1st, 2nd, 3rd, 5th, 7th and 9th.

SEA Graham Collinge (Mercury) won the junior championships, with Mercury winning the team event from Dryad.

NAC beat Guernsey, again

Naval Air Command's soccer team beat Guernsey 2-0 during the H.M.S. Charybdis memorial week-end last month. The victory meant Naval Air Command retain the Malaya Cup, which they have held for five consecutive years.

AJAX PACKS PUNCH

H.M.S. Ajax packed the biggest punch at the Plymouth Command novice boxing championships held at H.M.S. Drake. Seven Ajax men reached the finals, and six won — five of them inside the distance.

The Ajax's score of 24 points was a record for the small ships' section, and far outstripped all the opposition, big and small.

Most explosive bout of a far-from-dull evening was the middleweight final between the Ajax's MEM Nobby Hall and H.M.S. Aurora's Powell. When both boxers got off the canvas twice in the first round it looked like a double knockout was in prospect.

Both men hauled themselves upright, stood toe to toe, and traded punch for punch. With the crowd on its feet, MEM Hall landed the final punch, forcing the referee to intervene.

HEAVYWEIGHTS

The evening was brought to a climax when two huge heavyweights, LS Bruno Bowen (Ajax) and Davies of H.M.S. Cambridge, stepped into the ring. Bowen knocked out his man to round off an amazing evening for the Ajax boxing team.

The Ajax squad is coached by CPOCA Alf Larkin, a former Navy welterweight champion. Others in his squad were CK Brian Walker, who won the featherweight title, AB Ian Dempster (lightweight title), CK Terry Webster (welterweight title), AB Bob Beckett (losing light middleweight finalist), and LPT Tug Wilson (light heavyweight title).

Storey (Cambridge) won the flyweight contest, Netherwood (Aurora) the bantamweight, and Dunnel and Wilson of H.M.S. Salisbury the lightweight and light middleweight titles.

Tough start for boxers

Four new faces were included in the Navy boxing squad's opening match against powerful Midland Counties at Coventry on November 7.

Getting their first taste of action at Navy level were MNE Steve Taylor (42 Cdo) at light-weight, MNE David Roberts (40 Cdo) at light welter, welterweight AB George Walsh of H.M.S. Nelson, and light middleweight SEA Trevor Hopkinson of Vernon.

Feature of the bill was sure to be the welterweight clash between England squadman AB Wayne Green (Drake) and international George Byrne from the Leamington club.

EXPERIENCE

New boxing coach POPTI Micky Shone could not have had a tougher fixture to ease himself into the job, but had a fair covering of talent and experience to back the newcomers.

Others in the team were bantamweight CEM Mick Chance (Defiance), flyweight MEM Ray Cox (Osprey), featherweight AB Mick Garrity (Intrepid), light welterweight MNE Andy Gill (40 Cdo), light middleweight AB Nick Croombes (Collingwood), and light heavy AB Tommy Taylor and heavyweight SA Roy Greenacre (both Vernon).

COLLINGWOOD

H.M.S. Collingwood's inter-school boxing championships were won by the Ordnance School.

NATO TROPHY

LPTI Paul Kelly (H.M.S. Endurance), the England international welterweight and former A.B.A. champion, has been presented with the NATO Cup, the Navy's "sportsman of the year" award.

Tony Oxley hands over

"Over to you now, Micky!" CPO Tony Oxley (right), the Navy's very successful boxing coach for the last 3½ years, hands over his job to POPTI Micky Shone. CPO Oxley joins H.M.S. Ark Royal at the beginning of December.

Tony Oxley was the first Navy boxing coach to be appointed full time. He took on the job in May 1974 and immediately revitalized the sport. After a number of years with no Combined Services champions, the Navy went on to produce one in 1974, three in 1975, four in 1976 and a record five this year.

In addition, two of his squad — LPT Paul Kelly and AB Nick Croombes — have been recognized at international level, two others are

in the England senior squad, and he has produced three national junior champions.

CPO Oxley's involvement with the ring started in 1964 when he joined H.M.S. Victorious. Coached by CPTI Ron Eden, he twice reached the A.B.A. finals at bantamweight, losing in 1969, and winning in 1970.

POPTI Shone has been Plymouth Area's boxing coach since 1975, and in charge of the Navy's Under-19 squad for a year. He boxed for North Wales as a schoolboy, won two Navy junior titles, and a Navy Far East title in 1966.

He told Navy News: "I'll be trying to maintain the high standards set by Tony. The future for Royal Navy boxing with the talent around looks very bright."

MEM Nobby Hall of H.M.S. Ajax sends Powell of H.M.S. Aurora to the canvas during their rousing middleweight scrap at the Plymouth Command novice boxing championships at H.M.S. Drake. Both men went down twice in the opening round, and their all-action, toe-to-toe confrontation had the large crowd on its feet. Hall won when the referee stopped the bout.



Picture: LA(Phot) Chris McDermott.

Portland's hockey win

R.N. air station Portland beat their hosts in the final to win the 1977 Naval Air Command hockey festival held at Seaford Park, H.M.S. Daedalus.

Teams from Cudrose and Yeovilton also took part.

Daedalus did most of the attacking in the tournament final, but could not break down Portland's defence. The visitors took advantage of an almost deserted Daedalus half to score their goal through OEM George Gilbert.

WHEN, WHAT AND WHERE

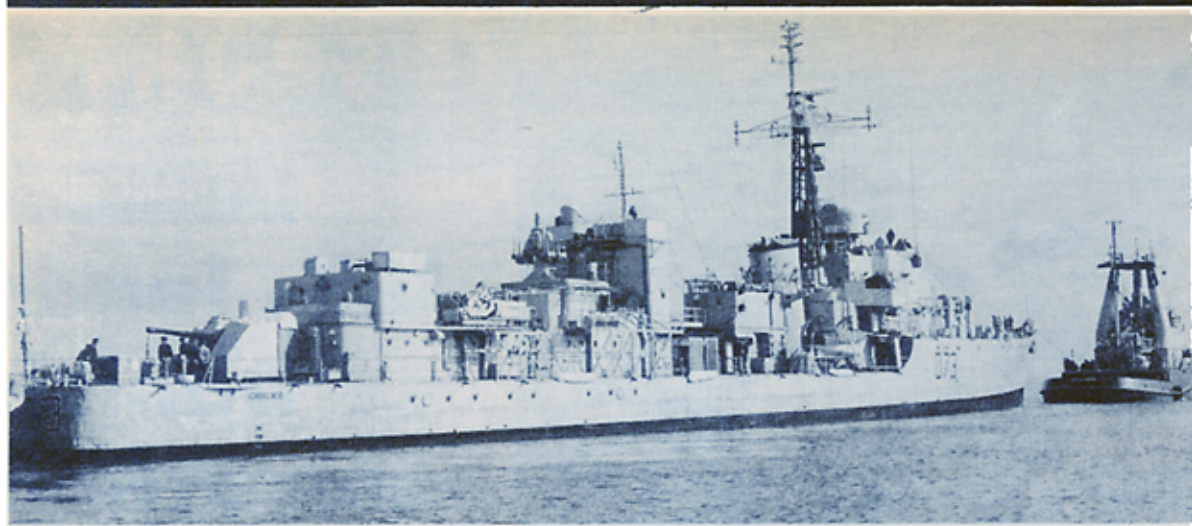
NOVEMBER

- 1-Boxing: RN v Metropolitan Police (London).
- 2-Football: Navy Cup Final (H.M.S. Sultan).
- 3-4-Basketball: RN Championships (H.M.S. Nelson).
- 4-Squash: RN v RAC (RAC).
- 5-Rugby: RN U-19 v Cornwall Schools (Cornwall).
- 6-Volleyball: RN v Whitefield v Poole (Bristol); Rugby: NR U-19 v Cornwall Colts (Rectory, Devonport); Hockey: RN U-21 v Devon U-19 (CTCRM Lympstone).
- 7-Boxing: RN v Midland County (Coventry).
- 7-8-Football: RN Trials (Portsmouth); Netball: RNW Inter-Group championships (H.M.S. Nelson).
- 9-Football: RN v West Sussex (A) (Worthing); Football: RN v Southampton FC (Portsmouth).
- 9-Netball: Inter-Group Netball (H.M.S. Nelson).
- 10-11-Hockey: Inter-Command Indoor championships (H.M.S. Nelson).
- 11-13-Squash: Inter-Command championships (RNEC Menadon).
- 14-Football: RN v UAU, 1430 (Bath); Badminton: RNW Inter-Group championships (H.M.S. Sultan).
- 16-Angling: RM & Inter-Service competition (Faslane); Hockey: RNHA Knock-out competition area finals (not yet known).
- 17-Boxing: RN v Weston County (Bath).
- 18-Squash: RN v Cambridge (Cambridgeshire).
- 18-20-Hockey: RN Inter-Command championships (not yet known).
- 19-Squash: RN v Ganders (Cambridge); Rugby: RN U-19 v Metropolitan Police (Bushey, Herts).
- 19-20-Fencing: Welsh Tournament (Cardiff); Kayak: Inter-Service White Water (Richmond, Yorks); Netball: Netball Service trials (H.M.S. Nelson).
- 20-Rugby: RN U-19 v Hampshire Schools 19 Group (U.S. Portsmouth); Hockey: RNWHA v Civil Service (Clarence).
- 23-Football: RN v Fareham Centipedes, 1930 (Portsmouth).
- 24-Basketball: RN v 11th Signal Regiment (H.M.S. Nelson).
- 25-Squash: RN v Berkshire (USSC Portsmouth); Boxing: RN v North Western County (Barrow).
- 26-Hockey: RNWHA v Chelsea (Clarence); Fencing: Portsmouth Area team event (Portsmouth).
- 27-Volleyball: RN v Roundwood v Polish YMCA (Hampden); Hockey: RNWHA v Henley (Clarence).
- 28-29-Squash: RNW Inter Group & Individual championships (US Club).
- 30-Football: RN v Essex (Dagenham);

Hockey: RN Cup semi-finals (not yet known).

DECEMBER (1st week)

- 1-Boxing: RN v North Wales (Llandudno).
- 2-Squash: RN v Woking (Woking).
- 2-4-Basketball: Training WE/Matches (Raleigh).
- 3-Hockey: RNWHA v Southampton (Clarence); Netball: RNWHA v Taunton (Taunton).
- 4-Netball: RNWHA v Avon (Avon); Hockey: RNWHA v Havant (Havant); Hockey: RN U-21 v Hants U-19 (USSC Portsmouth).
- 5-6-Squash: RN Ratings tournament (Portsmouth).
- 1-7-Rifle: Small Bore Rifle & Pistol championships (Postal).
- 7-Football: RN v Fire Service (Portsmouth).



CAVALIER STARTS HER NEW CAREER

The destroyer Cavalier, veteran of Russian convoys and the war in the Far East, arrived at Southampton on Trafalgar Day at the start of a new career. After five years at Chatham, she left under tow (picture left) for the south coast and spent ten days at Portsmouth before moving on to a warm reception at Southampton, escorted by H.M. ships Glasserton and Scimitar and with Admiral of the Fleet Earl Mountbatten on board.

The Cavalier was towed to a berth off Mayflower Park and was greeted by the Mayor of Southampton (Cllr. Mrs. Joyce Pitter) and other guests, while a Sea Fury of the Historic Flight at R.N. air station Yeovilton was flown overhead by Lieut.-Cdr. Peter Sheppard.

The plan is for the Cavalier to become a floating museum at Southampton, under the auspices of the Cavalier

Trust, of which the chairman is Vice-Admiral Sir Ian McIntosh. She would then be preserved as a tribute to the many destroyers which served with distinction in two world wars.

There was a wry smile for many in the report that, because the destroyer's guns are still working, the Trust had to buy a firearms certificate before the Cavalier left Chatham.

ATLANTIC LIFELINES

Continued from page 1

Other Royal Navy ships involved included the anti-submarine warfare carrier H.M.S. Hermes, the guided missile destroyers H.M. ships Fife, Kent and Sheffield, the frigates H.M. ships Arrow, Charybdis, Diomedes, Hermione, and Plymouth, and H.M. submarines Churchill, Valiant, Finwhale, Opportune, Oracle and Osiris.

A number of RFAs took part, as did ships of the Standing Naval Force Atlantic.

The Royal Navy's air support contribution was provided by Buccaneer, Phantom, Gannet, Sea King, Wessex and Wasp aircraft.

In addition to the U.K., forces were contributed by Canada, the Federal Republic of Germany, the Netherlands, Norway, Portugal and the United States.

The exercise was planned by Admiral Sir Henry Leach, Allied Commander-in-Chief Channel (who directed operations from Northwood), and Admiral Isaac C. Kidd Jr., Supreme Allied Commander Atlantic.

Sea King lost

Four Royal Navy men were rescued quickly after escaping from a Sea King before it sank in about two miles of water in the Eastern Atlantic on October 25. The Sea King from 814 Squadron went into the sea about eight miles from H.M.S. Hermes during Exercise Ocean Safari, and a flare was spotted by OS William McKenzie on board the carrier.

One of the aircraft's crew was winched up by another helicopter and the other three were rescued by sea boat from H.M.S. Arrow. Two had minor back injuries. The four rescued men were Lieutenants Philip Walters, Keith Thompson and John Madgwick and Leading Aircrewman Michael McCormack.

GIRLS GET OWN PT BRANCH

The Women's Royal Naval Service is to have its own Physical Training and Recreation category, much on a par with the men. A number of Wrens have already shown interest in making the transfer, and the first full course of 14 starts at H.M.S. Temeraire in January. It is hoped to build up the category to an eventual complement of 40.

Until now, the WRNS has had a number of rating volunteers from various categories as sports-assistants and already two of these are on a preliminary course with the aim of their becoming senior "founder members" of the new category.

"Wherever practicable, male and female PT ratings will be interchangeable and the aim will be for their employment to be similar," says the official announcement. While training and employment will be in line with the R.N. as much as possible, WRNS PT ratings will concentrate more on recreation, exped. and physical education rather than physical training, especially in the new entry training establishments.

There will be separate advancement rosters for men and women. Advent of the

WRNS category will not have an adverse effect on the advancement of male ratings, and sea/shore ratios will remain virtually the same as now. In fact, there should be an easing of drafting problems caused by the present shortage of R.N. leading physical trainers.

Discussions

During the next few months CPOPT D. Bessey will visit establishments where WRNS PT ratings are likely to be serving to discuss proposed changes in complements and explain the full implications of the scheme to those concerned.

Announcement of the new category is contained in DCI(RN) 656.

Iran chooses R.N. for survey

Following an agreement negotiated with the Iranian Government in the face of international competition, two of the Royal Navy's ocean survey ships sailed in mid-October to begin a three-year hydrographic survey of Iranian waters.

The arrangement provides for a wide-ranging survey of coastal waters, including ports, assistance with the setting up of an Iranian Hydrographic Office, and the training of local staff to man the new service, which will form part of the staff of the Iranian National Geographic Office.

The project will enable the Iranian Government to produce up to 26 large-scale navigational charts and will represent a major contribution to the safety of international shipping.

Each ship will carry an Iranian liaison officer, with a number of

trainee surveyors. The trainees will also attend professional studies at the R.N. Hydrographic School in Plymouth. Other trainees will study cartography at the Hydrographic Office in Taunton.

FIRST PHASE

First two ships to arrive at the base port of Bandar Abbas will be the ocean survey vessels H.M. ships Hecate and Hydra. They will be joined early next year by the coastal survey vessel H.M.S. Beagle and on completion of the first phase of the survey in June 1978 all three ships will return to the U.K. for maintenance and leave. For the second phase of the survey, two ocean survey ships and two coastal survey vessels will be deployed.

Superb rescue

While on passage up the Clyde late at night and in foul weather, H.M.S. Superb, the Royal Navy's latest nuclear submarine, sighted four red distress flares in the vicinity of Kilchattan B.I. On investigation the crew found the Clyde pilot cutter drifting after a fire in her engine room.

The crew of the cutter had extinguished the fire and blown up their inflatable dinghy, and they were relieved to see help arrive.

The Superb towed the vessel until a relief cutter took over.

Farewell Fred Mutley

On an occasion full of naval ceremonial befitting an old sea dog, H.M.S. Laleston's Fred Mutley paddled ashore at Portsmouth to mark the end of an era.

As an instruction came into effect that the Royal Navy's pets be beached in the interests of rabies precautions, it was Leading Dog Fred's farewell which caught the public imagination. Splendidly attired for the send-off, Fred was piped ashore in style and then took part in a divisions ceremony before moving on to a local hostelry for a final drink (from a drip tray) with his shipmates.

The two-year-old placid black Labrador faced the cameras as to the manner born. With his leading dog rate restored for the occasion (it had been forfeited earlier for some best-forgotten misdemeanour), he was presented with a "long service medal" — a First World War campaign award which had been dug up in the garden of the commanding officer (Lieut.-Cdr. John O'Driscoll) — inscribed with his name, his years of service and the name of the ship.

Now Fred is off to live at Newton Aycliffe, County Durham, with the parents of AB Graham Bennett, who until recently served on board the Laleston. Graham is seen below taking Fred ashore for the last time, to a piping tribute from his shipmates and a salute from his commanding officer.

Picture: CPO(Phot) Tony Wilson



CALENDAR 78

AN IDEAL CHRISTMAS GIFT

Twelve pictures of ships and Naval scenes, each with clear figure calendar.

Size 15 1/4" x 11 1/2"

Supplies available mid-October



95p

PRICE POST FREE

From the Business Manager - Navy News - H.M.S. Nelson - Portsmouth - PD1 3HH

Published by the Navy News, H.M.S. Nelson, Portsmouth, and printed by Portsmouth and Sunderland Newspapers, Ltd., The News Centre, Hilsa, Portsmouth.